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2008 – 2014

City of Boston

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BOSTON PARKS AND RECREATION

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City of Boston
Thomas M. Menino
Mayor

Michael J. Galvin
Chief of Public Property
James W. Hunt III
Chief of Environmental and Energy Services

BOSTON
PARKS AND
RECREATION

Parks & Recreation Commission
Antonia M. Pollak, Commissioner
Gerald Carchedi, Associate Commissioner
Raymond Foley, Associate Commissioner
Susan Park, Associate Commissioner
Charles Titus, Associate Commissioner
Brian J. McLaughlin, Executive Secretary

Prepared by the Parks & Recreation Department
Design & Construction Unit

January 2008

Open Space Plan 2008 – 2014

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Design & Construction Unit

January 2008

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Note: Data provided in the open space property and facility inventories contained in this plan were developed for general planning purposes only, and as such are the best available data. However, readers are cautioned that use of such data may not be appropriate or sufficient for legal, design, or other site-specific purposes. For such purposes, only research in the Registry of Deeds or other appropriate offices, property surveys, and field-checked research can be considered appropriately reliable.

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Open Space Plan 2008-2014

Section 1
Executive Summary

Section 1: Executive Summary

Boston is an historic, highly developed, and mature city blessed with a vibrant park system of enormous breadth that includes the venerable Boston Common, the highly ornamental Public Garden, modern state-of-the-art sports facilities, playgrounds, urban wilds, community gardens, burying grounds and pastoral cemeteries, and walking and bicycling paths. A significant part of the character of Boston as seen by both Bostonians and outsiders is its image as a "green city." Lewis Mumford, the famous urban development critic, noted early in the 20th century that Boston's integration of the built environment with green space made it a model American city[1]. Therefore, a substantial part of our physical character and image is based on the significant complement of parks and play areas that grace our downtown and our neighborhoods. These parks and recreation areas provide scenic beauty, opportunities to exercise, play, and relax for health's sake, and relief from the built environment.

The remarkable presence of this open space is due in large measure to the foresight of citizens in earlier times. Boston was fortunate to have city leaders who purchased open space for public use or received important donations of land, and to have eminent residents such as Joseph Lee, the father of the American playground movement. The city was also fortunate to benefit from the genius of Frederick Law Olmsted, landscape architect of Boston's Emerald Necklace, and from a strong community of planners, engineers, and landscape architects trained in local academic institutions.

This vibrant legacy of open space in Boston obliges us to a mission of wise stewardship represented by the Parks and Recreation Commission and the Parks and Recreation Department, a line department serving the Mayor. Many valued parks and recreation areas require cyclical redesign and renovation due to normal wear-and-tear, weathering, deterioration, and overuse. Through this Open Space Plan, the Department remains as committed as ever to maintaining these assets through its capital and operating and maintenance programs. It also continues to seek greater levels of community involvement and partnership in the stewardship of these assets.

Executive Summary

The need is also addressed in this plan for a dynamic, better integrated open space system with improved linkages, more spaces to meet new or unmet needs, and protection of the natural resource and environmental base of the open space system. The plan calls for further expansion through the Department's acquisition program, through co-development of open space when the private or institutional sectors expand, and through a network of greenways, trails, and bikeways to better access the existing and new spaces, as well as to enjoy recreation such as walking, hiking, and bicycling.

The city itself is dynamic, with economic, physical, and population growth occurring continuously. Our residents are getting younger and more diverse.

The Open Space Plan 2008-2014 calls for attending to the emerging and existing needs of our population and for guiding growth to assist in the development of an improved open space system while reducing the adverse effects development may have on our environment.

The Plan also looks at how open space management can be improved to assure the achievement of "substantive" goals. Improved coordination and greater fiscal stability are two key means to help restore the existing system and expand it while protecting the environment.

This Plan examines Boston's history, demographics, development patterns, natural resources, and unique environments. Community input and comment were sought, and continue to be a part of the Parks Department's capital development program. The information collected supports the analysis of existing open space lands and facilities and the assessment of future needs. The goals and objectives set forth in this Open Space Plan are therefore the result of many meetings, outreach via surveys and comments, and extensive discussion, research, and analysis. The Action Plan, presented in a separate chapter at the end of this document, and in more detail throughout other sections of the Plan, particularly the Analysis of Needs section (Section 7), supports a program to implement goals and objectives.

The Parks Department and the other city departments are committed to achieve our community's vision for open space, without regard to ownership. This Open Space Plan will help us realize that commitment and vision. The Plan is an outgrowth of the healthy balance between the built and natural environments

and between work and play that is a defining feature of Boston's character. As the Plan is fulfilled, Boston's reputation as a green and growing city will remain strong.

Notes
[1]Donald L. Miller, Lewis Mumford: A Life (New York: Weidenfeld & Nicholson, 1989), pp. 86-87.

Section 2
Introduction

Section 2: Introduction

Section 2.1: STATEMENT OF PURPOSE

Boston's identity is inextricably intertwined with its open space. From the town commons and burying grounds of the early Colonial settlements to the now institutionalized co-development of open space with transportation and other urban infrastructure, open space has become an essential part of our city's urban fabric. It has been our city's genius to generally balance human needs expressed through the marketplace with those expressed through other means. It is the purpose of this document to express Boston's needs for open space – in other words, the public consensus for providing adequate open space as part of a livable urban development. This document also expresses a multitude of ways to meet those needs.

Past Open Space Planning
Planning for open space has been a boon for Boston, particularly in the recent past. The fortunes of the city park and recreation system had been in near collapse by the early 1980s. Deferred maintenance and limited capital reinvestment had resulted in negative impacts not only on the system itself, but also on the surrounding neighborhoods. Open space advocates and neighborhood activists, however, determined that the situation must turn around for the sake of the neighborhoods and the city, as well as the parks and recreation areas themselves. This was expressed in the 1987 Boston Foundation report, *The Greening of Boston: An Action Agenda*.

The City of Boston responded with a new Open Space Plan in 1987 that inventoried the deteriorated conditions of the municipal park system. It also set out guidelines as to how to proceed to repair the damage and equitably distribute the benefits of the system's revitalization. By 1997, nearly 100% of the system had been affected by a huge infusion of capital redevelopment that touched all neighborhoods.

In 1993, while this capital reinvestment effort was well underway, a new citywide open space plan was issued. It went beyond the near-exclusive focus on capital reinvestment in the existing city park and recreation system. It saw that open space was a growing

need in a dynamic city. Recreation needs change, as do potential and available opportunities to fulfill those needs. Who in the 1980s would have thought that soccer and skateboarding would become the popular recreational activities they are today? That plan foresaw the need for accommodating new activities in the city park system, as well as continuing the revival of the existing park system. It saw the growing importance of environmental protection in open space planning and management. It saw the changing demographic character of the city's population with more immigrants and their needs, along with other factors.

The 1993 plan saw that the two giant infrastructure projects – the Big Dig (CA/T Project) reconstruction of Interstate 93 and development of a new extension of the Massachusetts Turnpike to Logan Airport via a Third Harbor Tunnel (Ted Williams Tunnel) and the MWRA construction of the Deer Island secondary sewage treatment plant and nine-mile outfall tunnel – would provide significant opportunities and challenges for the city's open space system. The Big Dig has completed, or is now about to complete, the creation of open spaces in Central Boston, Charlestown, East Boston, South Boston, and the South End. Many of these will extend existing park systems like the Charles River Reservation and the East Boston Greenway, or help create new systems like the South Bay Harbor Trail and the downtown Boston Surface Artery corridor, now known as the Rose Fitzgerald Kennedy Greenway.

The new MWRA regional water pollution control plant on Deer Island has led to substantial improvements in the harbor's water quality, generating demand for access to the water for recreational use. The Open Space Plan saw that interest in the harbor beaches would consequently increase from this water quality improvement, following the lead of the Back to the Beaches plan of 1993. Issued by the Joint Commission on the Future of the Boston Harbor Beaches, with project management performed by Boston Parks Department staff, it drew an attainable vision of regional water-based recreation close-to-home for thousands of Boston residents. The MDC (a predecessor agency to the DCR), stewards of the harbor beaches, soon began to reinvest in these valuable resources, reconstructing the South Boston beaches and Constitution Beach in East Boston.

A New Plan for Open Space

Much from the 1993, and a subsequent 2002, open space plan has been implemented. In the interim, new opportunities and challenges have developed and are continuing to develop. After

years of losing population, Boston is now in a strong upswing in terms of population size. It is also a more diverse city, with immigrants from many more different lands than were previously represented. The non-white population is increasing its share of the total population of the city. Recreation programming for youth is more important, as the need for after-school care has increased with the number of parents and guardians working during the day. With the increased pressure for academic performance in schools, less time in the school day is devoted to physical activity for children, such as recess and gym. Therefore, after-school, evening, and weekend programs have increased their participation rates overall, putting pressure on park and recreation facilities throughout the system.

Environmental protection has become a major factor in open space decision-making. Three of Boston's newest parks in Boston are on capped landfills: Spectacle Island in Boston Harbor; Pope John Paul II Park on the Neponset River; and Millennium Park on the Charles River. Capped as part of a state imperative to reduce the water quality impacts from these old landfills, they illustrate the Chinese proverb that "crises present opportunities." All three are significant open spaces for the city while improving the water bodies they abut.

Brownfields, vacant lands contaminated by pollutants, usually from their previous use(s), are also "crises presenting opportunities." One case in point is a former industrial site on Reservation Road in Hyde Park that was recently cleaned by the City and redeveloped as a park along Mother Brook. Reservation Road Park contains a soccer/football field, a skateboard park, and a restored riverbank with a nature trail. Others recently cleaned and converted to open space use are the Condor Street Beach and the Belle Isle Coastal Preserve sites in East Boston. The city invested in redesign and engineering to convert these two brownfields into attractive coastal access and wetland restoration sites.

Many urban water bodies are "brownfields under water." The prime example for the city is the Muddy River, the water body running through several of the Emerald Necklace parks. A major planning and engineering study has been completed to identify the full extent of the problem and define a solution. This study will be implemented in the coming years through the allocation of substantial federal/state/municipal funding for restoration of this water body, and the commencement of construction by the Army Corps of Engineers. The restoration program will also address

restoration and revegetation of the riverbanks, helping to complete a major component of the Emerald Necklace master plan.

While always a planning imperative, linkage has become a near-ubiquitous mantra in open space planning for good reason. With the emphasis on aerobic activity for health, there is a popular need for opportunities to safely and attractively travel long distances by walking, hiking, running, in-line skating, bicycling, and the like. Linked or linear open space systems have a long history in Boston, beginning with Olmsted and the Emerald Necklace system and Eliot's regional system for the metropolitan Boston area. In the years ahead, this new Plan foresees even more activity to realize both old proposals and new ideas for linkages and linear systems. Efforts will continue to restore the "old" Charles River Reservation based on guidance from the DCR master plan, and integrate it with the "new" Charles River Reservation, the latter completed via the CA/T Project.

The Harborwalk will steadily expand as development occurs along the waterfront from Charlestown to Dorchester. It will use anchors such as restored DCR harbor beaches, revitalized city waterfront parks like Christopher Columbus Park, and privately-managed but publicly accessible jewels such as the Fan Pier project to provide points of reference – and destinations – for the more commonplace, but vital, projects in between.

Other linear systems that will be the focus of planning and capital investment include the Emerald Necklace Greenway (i.e., the effort to restore an adequate measure of continuity for non-motorized travel through this park system); fully implementing the master plan for the Mattapan Square to Dorchester Bay stretch of the Neponset River Reservation and extending master planning to the Mattapan Square to Paul's Bridge stretch; the East Boston Greenway from Bremen Street Park to Belle Isle Marsh Reservation; the Mother Brook Greenway from Hyde Park to Dedham linking the Neponset River to the Charles River; the East Coast Greenway, linking Boston to an interstate greenway extending both north and south of the city; and several others detailed in the Greenways, Trails, and Bikeways chapter.

Partnership will continue to be a strong watchword in the years ahead. The Muddy River restoration project would not have advanced as far as it has without the help of the neighboring institutions, agencies at the city, state, and federal level, and private entities such as the Emerald Necklace Conservancy working together. The success of the Frog Pond skating rink in Boston

Common results in large part from private sector support for its operation and maintenance. Donations and grants continue to sustain the burying grounds restoration effort. Community gardens receive help from the city through the Parks Department, the Department of Neighborhood Development, and the Boston Natural Areas Network. The gardeners themselves do much to care for and maintain their garden plots. Community stewards will take on a more prominent role for urban wilds and natural area management, and will be sought for growing systems such as greenways and the Harborwalk.

Partnerships with institutions will become vitally important in the coming years, as institutional growth nationwide has increased exponentially. Of course, with the large presence of institutions in Boston, their impact is keenly felt. Two institutional expansions with major open space impacts will be those of Harvard University in Allston, and Boston College in Brighton. Such expansion planning must include open space components open to the wider public beyond the college community. These institutions must also integrate, in an urban design sense, their college communities with the surrounding community as a way to harmonize town-gown relations and benefit the city as a whole. Through such initiatives, open space opportunities in the surrounding communities can be increased.

Stewardship/partnership is an important factor in a relatively new phenomenon for the city park system: land acquisition. The city has, through Mayor Menino's Open Space Acquisition Fund, actively acquired several new parcels. To provide community support that is key to an open space's success, and to reduce impacts on the city's operating budget, community participation is needed, whether through for-profits, non-profits, or community volunteers. As the acquisition program has proceeded, various models for stewardship and partnership have been developed that can help inspire other neighborhood open space advocates as they prepare their own acquisition proposals.

With all these trends, pressures, and opportunities, the need is great to think ahead to act for the greater good as we address our city's open space needs. Thus, we prepared the new Plan you see here. In the section of this document called the Action Plan, you will see a map which graphically represents some of the physical changes proposed in this plan, and therefore, depicts a slice of the vision we have outlined. The remainder of this Plan sets out the background and recommendations to point the way to achieve this vision.

Section 2.2:
PLANNING PROCESS AND PUBLIC PARTICIPATION

As the owner and caretaker of the largest and most complex municipal parks system in the Commonwealth, the Boston Parks and Recreation Department has, over the years, taken a suitably multi-layered approach to public participation in developing the current Open Space Plan.

As this is a plan update, given our perception that conditions and trends are substantially similar to those we determined in 2002 for our last plan, we made a more strategic approach to public participation.

For the 1993 and 2002 plans, we conducted public forums and crafted and distributed comprehensive parks use and needs surveys at those forums. We partnered with other public agencies in completing open space research and public outreach. We have been good listeners as our constituents—the many hundreds of thousands of people who use our parks in a myriad of ways every year—have told us what they like and what they want to see changed.

These public processes reached out to green space advocates, the average citizen in the neighborhoods, other city agencies and non-city organizations, all with the goal of gaining maximum input, as we looked to the future of open space in Boston.

Given reduced staff resources, and with the opportunities for public outreach at low cost afforded by the internet, we felt we should blend older outreach processes with the new to achieve a synthesis of citizen, advocate, and professional input into the new Open Space Plan.

Our traditional means of outreach was by sending press releases to the newspapers, whether general circulation dailies or more narrowly focused circulation weeklies in the neighborhoods. The newer approach used the internet, via e-mail and the World Wide Web.

Input was solicited via a new Web page devoted to the Open Space Plan (http://www.cityofboston.gov/parks/openspace_update.asp). This page alerted people to the opportunity to take an online survey asking about their open space use and needs, as well as the opportunity to submit comments on the new Open Space Plan.

The survey itself had an open-ended section at the end to allow for unrestricted discussion of the respondent's ideas and concerns.

Notice about the web page, about commenting on the plan, and on the survey was posted on the City's main home page, the Park and Recreation Department's main home page, and on a City e-newsletter called Cityline.

Notices via two rounds of press releases were sent to all the dailies and weeklies.

Notices were also sent via the Mayor's Office of Neighborhood Services, which sends e-mails and postal mailings every two weeks about community meetings, comment periods, and the like to all neighborhood associations, neighborhood and community activists, non-profit groups, elected officials, and anyone else who desires to be on the list.

In addition, the plan's project manager also sent e-mails to known open space advocacy groups, friends groups, and the like, as well as permit holders from lists of holders of athletic facility and special events permits, notifying them of the survey and the chance to comment on the plan.

For the 2003 plan, despite scores of community meetings, we solicited only 298 responses to our survey; this time, we obtained 1,105 respondents for our survey. In this way, we were able to more accurately gauge public input into the city's open space needs at a much lower cost.

In addition to the online survey, all notices including press releases indicated that surveys on paper were also available for pick-up at public library branches and Boston Community Centers throughout the city. In this way, those without computer or internet access were able to be involved.

The survey period lasted from January 1, 2007 to March 15, 2007, a 75-day period during a period of time when many people are home and have time to go to their computer or go to the local library or community center branch to participate in the survey or provide input on the city's open space needs.

The surveys were then analyzed, and the comments reviewed and incorporated into the draft Open Space Plan.

We also used other means to incorporate community input:

- As various chapters of the Open Space Plan were completed in draft form, these drafts were circulated among community persons with experience and special knowledge of that specific chapter. For example, the chapter on community gardening was vetted by several persons who are active with community gardens.

- The Parks Department's ongoing capital improvement program typically schedules two to three advertised community meetings for each capital project. Through that process, community residents will often bring up additional open space-related concerns that are incorporated into the plan.

- On a daily basis, public input is literally only a telephone call away as various units at the Parks Department – from planning to maintenance – field numerous messages from our users on how we are doing and what can be improved.

- Within the Parks Department, preparation of the Open Space Plan has been led by the Design and Construction Unit, but with participation from other units and divisions within the Department. To ensure expert comment and input, the Policy and Resource Development Unit also distributed various draft chapters of the plan among city officials.

Thus, by using the existing plan as a platform to be updated, and incorporating traditional outreach methods with the newer internet-based communication methods, we have combined the best of both methods to achieve a plan that is reflective of public input and responsive to public need.

Open Space Plan 2008-2014

Section 3
Community Setting

Section 3.1: REGIONAL CONTEXT

Traversed by rivers and streams, Boston is located on the Atlantic coast. The resulting physical environment of harbors, shoreline, tidal flats, lakes, ponds, marshes, and riverbanks provided transportation, supplied water, and steered development through the city's long history.

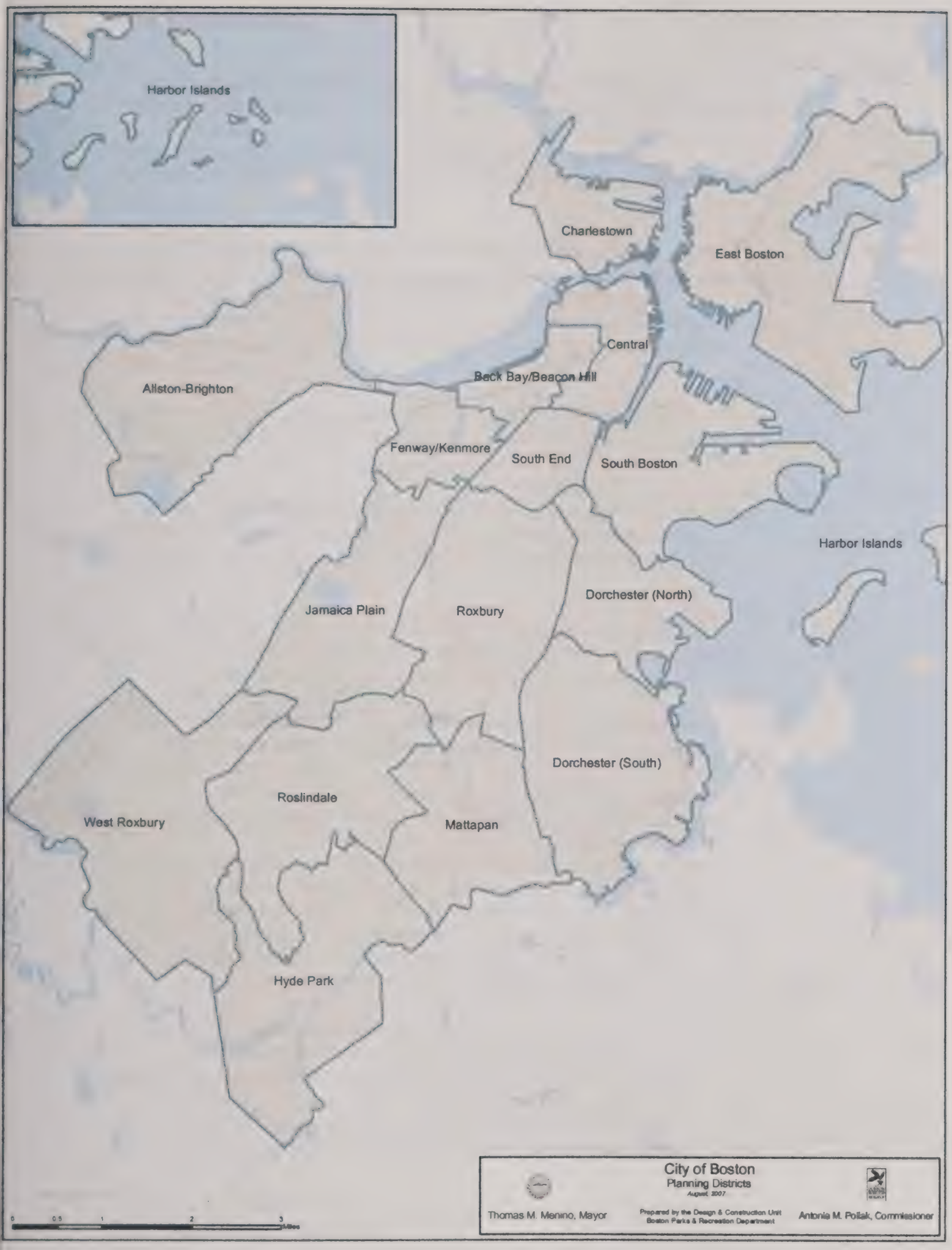
Many of these physical characteristics have been greatly altered through the ensuing centuries: hills were leveled and used to fill wetlands; streams were covered over for housing and industry; the shoreline was pushed ever eastward; military installations were built and buried on harbor islands and along coastal promontories; and an airport was built over islands and wetlands.

Boston was incorporated as a town in 1630 and as a city in 1822. Boston's 2000 population of 589,141 makes it the largest city in New England and the 20th largest in the United States. Encompassing only 48.4 square miles, Boston is actually the second smallest major city in land area in the country. The city's long history and compact size means a higher population density (12,172.3 persons per square mile) than many other urban areas. In turn, this has generated an ongoing need to create and preserve all manner of open space in competition with other land uses.

Despite its relatively small land size and population, Boston's influence is felt throughout the region. It is the economic, educational, medical, and cultural "capital" of the New England region. Boston is the center of the seventh largest metropolitan area in the nation, with a population of 5.4 million people in the Consolidated Metropolitan Statistical Area (CMSA) as defined by the federal government. The smaller Primary Metropolitan Statistical Area (PMSA) includes over three million residents.

About 600,000 people work in the city, making Boston – along with Washington, DC and San Francisco – one of only three major cities that have more jobs than residents. In fact, one out of every six jobs in Massachusetts and one of every 17 jobs in New England is located within Boston. The city's economy is service-based and its leading industries are financial services, health care, education, high technology, and tourism.

Boston is home to 35 public and private colleges and universities, with a combined full-time and part-time enrollment of more than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Allston-Brighton
Fenway/Kenmore
South End
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City of Boston
Planning Districts
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner

137,000 students within the city limits. Altogether there are 65 colleges and universities in the surrounding area with more than 250,000 students. The combination of highly skilled jobs and the large number of colleges and universities results in a highly educated work force and a population that is relatively younger than other cities.

There are 20 hospitals in the city with a total of some 5,909 beds along with three of the nation's leading medical schools. Boston is also home to renowned museums, nationally recognized orchestras, professional theaters, and many performing and visual artists whose combined presence creates a strong cultural dynamic in the city.

Boston is a major government center: capital of Massachusetts, seat of Suffolk County, and host to several federal offices for the New England region.

Given all the factors cited above, Boston generates needs for itself and its surrounding communities. To meet many of those needs, the state and the region have developed a wealth of resources that cross town and city borders:

- The Massachusetts Bay Transportation Authority (MBTA) makes over 1,240,000 daily passenger trips in a system that extends across 175 communities in the region and even crosses state borders.
- The Massachusetts Water Resource Authority supplies potable water to the Greater Boston area and treats it after the water is used.
- The Massachusetts Port Authority operates roads, bridges, Logan International Airport, and maritime shipping facilities.
- The Bureau of Urban Parks and Recreation (Department of Conservation and Recreation) is responsible for most major open spaces throughout the region, including the Charles River and the Neponset River Reservations, the Stony Brook Reservation, harbor beaches, and sites across Boston.
- The Massachusetts Turnpike Authority operates a limited access toll-way from the New York border into the center of Boston.
- The Emerald Necklace is a linked chain of historic landscaped parks shared by Boston and Brookline.
- The Metropolitan Area Planning Council (MAPC) conducts research and provides comprehensive planning assistance to the 101 member cities and towns within its jurisdiction. Boston is a member of the Inner Core Committee, one of 8

MAPC sub-regions. This committee meets regularly, and provides a forum for discussion of regional open space issues and opportunities.

Section 3.2: HISTORY

Its physical environment has indeed shaped Boston's history. Some 7,000 years ago, native peoples came to this area to fish and hunt. They encamped on the harbor islands and in places on the mainland, including what are now Boston Common and Arnold Arboretum.

Four hundred years ago, European explorers discovered Boston Harbor. In 1629, the first European settlers arrived and founded Boston. Theirs was a world of cod and merchant ships, a place of rivers and meadows that carried settlement inland. The landscape of steep hills and small valleys with ponds, streams, and small rivers was amenable to early agriculture.

In time, this setting made possible a seaborne commerce that flourished through protected deepwater harbors. Early manufacturing utilized the waterpower of streams and rivers. The rolling terrain offered a venue first for farmland, then suburban estates, and then streetcar suburbs as the population increased throughout the 19th century.

As economics and populations shifted, so too did the challenge to maintain and create adequate open spaces for the growing population. Several waves of immigrants in the previous and current centuries resulted in crowded and impoverished neighborhoods where parks, playgrounds, and other forms of public open space were important to populations that had limited personal resources for recreation.

In the past, economic downturns, political indifference, and heavy use have combined to deteriorate some of Boston's proudest green areas. For example, assorted past industrial uses along the Charles and Neponset Rivers and other rivers and streams have left behind lingering pollution problems. Recent extensive and costly clean up efforts are now beginning to alleviate these problems, thus enabling such areas to be used more extensively for water-based recreation. Related to such changes has been the

ongoing effort to preserve existing open spaces while working to increase their size and quality.

Changes in the way the world does business have had impacts on Boston. One example was the conversion of railroad tracks that already cut through Boston into the Massachusetts Turnpike. The noise and air pollution of trains were traded for those of cars and trucks while the turnpike took more adjacent land for its right of way. Moreover, as commerce through the seaport declined, freight and passenger traffic at the adjacent Logan International Airport increased, leading to more runways and other aviation facilities that spread across islands, tidal lands, and even a city park.

After World War II, the promise of suburbia was particularly alluring in the Boston area. The population declined as many families left, trading apartment blocks and triple-deckers for the lifestyle of single-family homes separated by yard space and linked by tree-lined, wide streets. The population decline devastated several neighborhoods in Boston, leaving behind abandoned buildings and vacant lots as the legacy of the overcrowding generated by the streetcar suburb boom of the late 19th and early 20th centuries.

With the drop in population and the rise in abandoned buildings and vacant lots came a consequent pressure on municipal coffers. Pressures grew to reduce labor-intensive municipal functions: parks maintenance became a significant target, especially given the difficulty of standardizing the operations in the maintenance process. With the loss of constituents, and the pressure posed by reduced maintenance, city parks deteriorated during the 1960s and 1970s. The greatest blow was in the early 1980s, with the passage of Proposition 2-1/2. This measure capped the rate at which local property taxes could rise, further limiting municipal revenues.

Open space activists in the mid-1980s formed a coalition of local park advocacy groups to strengthen their voice in City Hall. They put together an effort along with local philanthropists to focus on the critical state of deterioration of the park system, both municipal and metropolitan. It resulted in a landmark study, the Greening of Boston that stimulated the city to develop a 1987 open space plan that outlined a program to rehabilitate the park system. Thanks to the booming economy in Boston during the 1980s, the city was able to enjoy large increases in property taxes, which could fund the proposed multi-million dollar rehabilitation campaign. But just as important was recognition at the policy level that to revitalize neighborhoods and stimulate private re-investment in them, beautiful, safe, clean, functional parks were needed. Such parks

were now seen as a key measure by which individuals and businesses assessed the value of a neighborhood.

Nevertheless, even during the period of post-war decline as the natural landscape was in some cases degraded, opportunities arose from these very conditions. Boston currently has more than 180 community gardens that provide thousands of residents with a food source, sense of community, and some outdoor exercise. Many of these gardens are located in some of the poorest neighborhoods and were built on trash-strewn vacant lots that sprang up as substandard and abandoned homes and businesses were demolished. These sites have been transformed from dangerous eyesores to attractive produce and flower gardens. They have also increased neighborhood value.

A final example of the continual pressures between local communities and the forces of massive development is today's Southwest Corridor Park. Originally a rail line, it was to be expanded – in the manner of the Massachusetts Turnpike – into a multi-lane freeway that would have cut through the hearts of Cambridge and Boston. However, widespread community opposition from many diverse neighborhood organizations led to the project's defeat. Today this right-of-way serves as a mass transit corridor for local, commuter, and regional/national rail travel, with parks and gardens along and over the below-grade rail corridor.

Section 3.3: POPULATION CHARACTERISTICS

Boston's population has been rising over the past thirty years, in contrast to previous decades of population loss.

There was a 2% rise in the 1990 figure (574,283) over the 1980 figure, and a 2.59% rise in the 2000 figure (589,141) over the 1990 figure. Population density increased from 1980 to 1990 by 245.1 persons per square mile, reflecting the increase in total population. Population density increased by 311.1 persons per square mile between 1990 and 2000, to 12,172.3 persons per square mile. The population increase speaks to a need for more open space, as more people will likely put more pressure on existing spaces.

In 1990, 19 percent of Boston's population was in the 0-17 age category, while in 2000 that has increased to 20%. Overall, the need for a full spectrum of open spaces is clear, from pedestrian/bicycle paths and children's play lots, to ball fields and courts, and passive spaces and community gardens.

Household growth was sizable from 1980 to 1990, a 4.69% increase, which explains part of the increased pressure on housing availability and prices. This continued in the 1990 to 2000 period, with a increase in households by 4.87%. In 2000, the average persons per household figure was 2.31, with 1-person households representing 37% of all households, the largest percentage among the household size categories. Open spaces provide an important venue for social interactions between and within families and households; at the same time, the increasing number of households and the resulting pressure for housing puts pressure on existing open spaces and the remaining land resources available for future open spaces.

Unemployment in 2000 was at 7.2%, while median household income at that time was $39,629. The poverty rate was 19.5%. When incomes are lower, persons and households will likely be more dependent on public open spaces close to home for their outdoor leisure pursuits. (Even higher income persons and households are dependent on public open spaces for various forms of organized – and unorganized – play.)

Multi-family housing is the general rule in Boston: renters occupied 68% of housing units, per the 2000 census; 68% of year-round housing units were in structures with 3 or more units. Renters and

owners in multi-family structures will tend to have less access to open space on-site, and therefore have greater need for open space availability in the public realm.

The availability of a motor vehicle for a household leads to mobility and access to recreation areas much farther from home than walking distance: yet in Boston, per the 2000 census, 35% of households had no access to a vehicle, making them generally dependent on walking or various forms of mass transportation to access open space.

In terms of race, Boston has become more diverse in the past twenty years. The white population share has dropped from 68% in 1980 to 59% in 1990 to 54% in 2000. The black/African-American share has remained fairly stable (22%, 1980; 24% in 1990 and 25% in 2000); while the categories Hispanic, Asian/Pacific Islander, and Other have increased their population share from 10% in 1980 to 17% in 1990 and 27% in 2000. The increase in categories other than black and white has much to do with the rise in immigration over the past twenty years. Immigrants have been a significant part of the increased interest in non-traditional sports such as soccer and cricket. These increases have put pressure on certain open spaces.

City-wide Demographic and Housing Profile

Population		
2000 Census		589,141
1999 Census		574,283
1980 Census		562,994
Population growth/decline,	1990 -2000	2.59%
Population growth/decline,	1980 -1990	2.01%

Age		
0 to 4	31,765	5%
5 to 9	34,045	6%
10 to 14	32,582	6%
15 to17	17,482	3%
18 to 24	95,693	16%
25 to 44	211,563	36%
45 to 64	104,410	18%
65 to 74	31,357	5%
75 to 84	22,139	4%
85 and over	8,105	1%

Community Setting

Race	% of Total Population
White alone	54%
Black or African American alone	25%
American Indian and Alaska Native alone	0%
Asian alone	8%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	8%
Two or more races	5%

N.B.: "0%" means "less than 1%

Latino Status	% of Total Population
Not Hispanic or Latino	86%
Hispanic or Latino	14%

Households	
2000 Census	239,603
1990 Census	228,464
1980 Census	218,234
Household Growth/Decline, 1980-1990	4.69%
Household Growth/Decline, 1990-2000	4.87%

Population by Household Type	% Persons
Family households	65%
Non-family households	29%
Group quarters	6%

Average Household Size	Persons per Household Type
All Households	2.31
Family Households	3.28
Nonfamily Households	1.39

Persons Per Household	Households	%
1-person households	88,863	37%
2-person households	70,383	29%
3-person households	34,185	14%
4-person households	23,743	10%
5-person households	12,978	5%
6-person households	5,565	2%
7-or more person households	3,886	2%

Community Setting

Population Density	Persons per Square Mile
1980 Census	11,616.1
1990 Census	11,861.2
2000 Census	12,172.3
Density Change 1980 to 1990	245.1
Density Change 1990 to 2000	311.1

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	32%

Total Occupied & Vacant Housing Units in Structure	
Single units	17%
Double units	15%
3-9 units	38%
10-19 units	9%
20-49 units	9%
50 or more units	12%
All other	0%
Single/Multiple Unit Ratio	0.20

Household by Number of Vehicles Available	
No vehicles	35%
1 vehicle	44%
2 vehicles	17%
3 or more vehicles	4%

Median Household Income
$39,629

Civilian Unemployment Rate
7.20%

Poverty Rate
19.5%

Industry and Employment Trends
In 2000 Boston had a population of 589,141, as reported by the U.S. Department of Commerce Bureau of the Census (the "Bureau of the Census"), and had 680,174 jobs as reported by the U.S. Department of Commerce, Bureau of Economic Analysis (the "Bureau of Economic Analysis"). The ratio of jobs to population indicates that Boston provides a direct source of employment and

income for an area that extends well beyond its borders. Measured in terms of jobs, Boston's economy comprises approximately 18% of the Massachusetts economy and 10% of that of the six New England states.

The following table shows the 2000-2005 population, income and employment trends for the U.S., New England, Massachusetts, and Metropolitan Boston.

Population, Income and Employment 2000-2005

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
United States						
Total Personal Income ($000)	$8,422,074,000	$8,716,992,000	$8,872,871,000	$9,150,908,000	$9,717,173,000	$10,224,761,000
Per Capita Income	$29,845	$30,574	$30,810	$31,463	$33,090	$34,494
Population	282,193,477	285,107,923	287,984,799	290,850,005	293,656,842	296,410,404
Employment	166,758,800	167,014,700	166,633,100	167,546,500	170,482,700	174,219,000
New England						
Total Personal Income ($000)	$503,960,765	$524,401,681	$528,029,789	$539,129,649	$569,707,851	$595,013,214
Per Capita Income	$36,118	$37,342	$37,379	$37,983	$40,059	$41,785
Population	13,953,025	14,043,298	14,126,418	14,194,106	14,221,651	14,239,724
Employment	8,775,891	8,835,470	8,781,497	8,754,477	8,853,243	8,976,452
Massachusetts						
Total Personal Income ($000)	$240,208,628	$249,094,962	$249,954,238	$254,206,105	$267,820,574	$279,635,404
Per Capita Income	$37,756	$38,953	$38,985	$39,611	$41,799	$43,702
Population	6,362,132	6,394,750	6,411,568	6,417,565	6,407,382	6,398,743
Employment	4,096,551	4,125,438	4,064,943	4,031,056	4,056,984	4,113,773
Metropolitan Boston (1)						
Total Personal Income ($000)	$182,380,414	$188,442,089	$188,434,021	$191,957,545	$203,527,013	$212,464,000(p)
Per Capita Income	$41,436	$42,552	$42,512	$43,345	$46,060	$48,158(p)
Population	4,401,523	4,428,474	4,432,439	4,428,581	4,418,758	NA
Employment	3,046,389	3,070,248	3,012,650	2,974,614	2,985,082	NA

(1) Includes five counties in Massachusetts (Essex, Middlesex, Norfolk, Plymouth and Suffolk) and two counties in New Hampshire (Rockingham and Strafford), which together comprise the Boston-Cambridge-Quincy MA-NH Metropolitan Statistical Area.
(p) Preliminary data
Note: Income in 2007 dollars
Source: Bureau of Economic Analysis, January 2007. 2000 population figures for all of the above are from the Bureau of the Census, except for Metropolitan Boston, which is from the Bureau of Economic Analysis.

The economy of Metropolitan Boston rests primarily on high technology, finance, defense, professional and business services, and educational and medical institutions. Boston's economy is more specialized in the financial, governmental, business and

professional services, and educational and medical sectors, than the suburban economy, which is more specialized in high technology and the defense industry. As used in this section, "professional services" includes business and professional services such as data processing, bookkeeping, news syndicates, law, accounting, engineering, advertising, and architecture. "Non-professional business services" includes building maintenance, security guards, duplicating services, etc.

The following table shows Boston's employment growth by industry category for 2004, 2005, and 2006.

Employment trends for 2004 through 2006 for Boston show that 18,738 jobs have been added in two years, a 2.9% rate of change. Finance, services, education and health show the largest gains.

City of Boston Employment 2004 – 2006

Industry	2004	2005	2006 (1)	Change	Percent Change
Fishing/Mining/Agriculture	211	117	104	-108	-51.0
Utilities	2,151	2,159	2,092	-59	-2.7
Construction	16,475	16,623	16,860	385	2.3
Manufacturing	14,074	13,314	11,999	-2,074	-14.7
Wholesale Trade	9,470	9,552	9,473	3	0.0
Retail Trade (excludes food service)	31,609	31,329	31,217	-391	-1.2
Transportation and Warehousing	19,770	18,897	17,335	-2,435	-12.3
Transportation	18,114	17,368	16,625	-1,489	-8.2
Information	16,623	16,376	17,568	945	5.7
Finance and Insurance	75,545	77,689	79,017	3,471	4.6
Banking	15,195	15,211	14,681	-514	-3.4
Securities and other Financial Investment Activities	45,329	46,258	47,713	2,384	5.3
Insurance Carriers and Related Activities	15,123	16,374	16,796	1,673	11.1
Real Estate and Rental and Leasing	18,900	20,224	20,605	1,705	9.0
Professional, Scientific, and Technical Services	70,727	71,428	73,963	3,236	4.6
Legal Services	20,099	20,585	20,701	-248	-1.2
Accounting, Tax Preparation, Bookkeeping	8,957	9,773	9,633	676	7.5
Architectural, Engineering, Design, and Related	10,158	9,979	10,147	-11	-0.1
Computer Systems Design and Related Services	5,327	5,336	6,174	847	15.9
Management, Scientific, and Technical	11,773	11,982	13,152	1,378	11.7
Scientific Research and Development Services	7,164	7,397	7,658	493	6.9
Other Professional, Scientific and Technical Services	6,397	6,375	6,512	116	1.8
Management of Companies and Enterprises	7,665	7,649	7,408	-257	-3.4
Admin & Support and Waste Mgmt and Remediation Services	40,417	41,193	42,664	2,247	5.6
Educational Services	46,542	48,826	50,416	3,874	8.3
Colleges and Universities	39,830	41,715	42,919	3,089	7.8
Health Care and Social Assistance	106,486	108,129	110,773	4,287	4.0
Hospitals	72,038	73,525	75,829	3,791	5.3
Arts, Entertainment, and Recreation	12,948	12,982	12,814	-134	-1.0
Accommodation and Food Services	43,314	44,379	45,442	2,128	4.9
Accommodation	10,170	10,533	10,920	750	7.4
Food Service and Drinking Places	33,149	33,643	35,235	2,086	6.3
Other Services (except public administration) (2)	26,535	26,772	27608	1,073	4.0
Government	76,160	76,739	77,001	841	1.1
Total	**635,623**	**644,378**	**654,361**	**18,738**	**2.9**

(1) 2006 is an estimate based upon first, second, and third quarter of data from DUA and an estimate for the Bureau of Economic Analysis.
(2) Other Services includes repair and maintenance, personal and laundry services, and religious, grant-making, civic, professional, and similar organizations.
(3) Industry sectors are part of the North American Industry Classification System (NAICS)

Source: 2004-2006 figures are mathematically derived from the Bureau of Economic Analysis Series for Suffolk County, pro-rated to the City's geographical boundary. Due to use of pro-rating factors, minor discrepancies of 1 to 3 units between totals and employment categories may result.

The following table indicates that, as of 2000, 69% of Boston residents were White-Collar workers and 31% were Blue-Collar and Service workers, as compared to 1960 when 44% were White-Collar workers and 46% were Blue-Collar and Service workers. The trend among Boston residents away from Blue-Collar and Service occupations and toward White-Collar occupations was evident between 1960 and 1990. During the decade of the 1990s this trend showed some change. White-Collar occupations continued to grow but at a slower pace, with Managerial, Professional, and Related jobs gaining but Sales & Office jobs declining. At the same time, Blue-Collar & Service occupations continued to decline, with the exception of Production, Transportation & Related workers who showed a modest increase between 1990 & 2000.

Occupational Change in the City's Resident Labor Force

	1960		1970		1980		1990		2000	
	Number	%	Number	%	Number	%	Number	%	Number	%
White-Collar	126,471	44	146,657	55	154,456	60	191,251	67	197,049	69
Manag'l, Profess'l & Related	49,080	17	59,929	23	77,217	30	107,206	38	123,850	43
Sales & Office	77,391	27	86,728	33	77,239	30	84,045	29	73,199	26
Blue-Collar & Service	134,610	46	119,848	45	101,561	40	97,453	33	88,810	31
Constr'n, Extract'n, Maint.	32,398	11	27,157	10	19,772	8	18,453	6	14,118	5
Product'n, Transp'n, & Related	52,175	18	36,695	14	24,825	10	19,971	7	23,630	8
Service and Farm & Fishing	50,037	17	55,996	21	56,964	22	59,029	20	51,062	18
Not Reported	27,115	9	—	—	—	—	—	—	—	—
Total	288,196	100	266,505	100	256,017	100	288,704	100	285,859	100

Source: Bureau of the Census.
Percentages may not add due to rounding.

Unemployment

In 2006 the annual average unemployment rate for the city was 5.3%, a bit worse than the 4.6% national rate. Metropolitan Boston, Massachusetts and New England had slightly better rates at 4.6%, 4.9%, and 4.6%, respectively. All of these rates were still above the historically low rates reached in the year 2000. Bureau of the Census data for Metropolitan Boston for 2000, which differ from the Bureau of Labor Statistics rates shown below due to sample size, accuracy of defining persons in the labor force, and over-counting the officially unemployed, showed that when the city's total unemployment rate equaled 7.2% the unemployment rate for whites equaled 5.1%, and the unemployment rate for all minority groups combined equaled 10.2%. This pattern is typical of many of the nation's urban centers.

Annual Unemployment Rates (in %), 2000-2006

	2000	2001	2002	2003	2004	2005	2006
City of Boston	3.0	4.1	5.9	6.5	5.7	5.2	5.3
Metropolitan Boston(1)	2.5	3.6	5.3	5.7	5	4.5	4.6
Massachusetts	2.7	3.7	5.3	5.8	5.2	4.8	4.9
New England	2.8	3.6	4.8	5.4	4.9	4.7	4.6
United States	4	4.7	5.8	6	5.5	5.1	4.6

(1) Includes five counties in Massachusetts (Essex, Middlesex, Norfolk, Plymouth and Suffolk) and two counties in New Hampshire (Rockingham and Strafford), which together comprise the Boston-Cambridge-Quincy MA-NH Metropolitan Statistical Area.

Sources: Bureau of Labor Statistics for United States, New England, and Massachusetts, and Massachusetts Department of Workforce Development for the City and Metropolitan Boston.

Largest Employers

The following table lists the fifty largest private employers in Boston, the total list of organizations with more than 1,000 employees, which had an aggregate of approximately 21% of private sector employment in 2006.

Largest Private Employers in Boston, April 2006
(with 1000+ employees, listed alphabetically)

ABM Janitorial Services
American Cleaning Company, Inc.
Bank of America
Beth Israel Deaconess Medical Center
Blue Cross Blue Shield of Massachusetts
Boston College
Boston Globe
Boston Herald
Boston Medical Center
Boston University
Brigham and Women's Hospital
Carney Hospital
Children's Hospital
CVS Pharmacies
Christian Science Monitor
Dana-Farber Cancer Institute
Deloitte & Touche, LLP
Ernst & Young
Faulkner Hospital
Federal Reserve Bank of Boston
Fidelity Investments (FMR Corp.)
Gillette Company
Harvard University (graduate schools)
Hebrew Rehabilitation Center for the Aged
Houghton Mifflin Co.
Investors Bank & Trust Co.
KPMG, LLP
Liberty Mutual
Manulife Financial/John Hancock
Massachusetts Eye and Ear Infirmary
Massachusetts Financial Services Co.
Massachusetts General Hospital
New England Baptist Hospital
New England Financial
New England Medical Center
Northeastern University
PricewaterhouseCoopers, LLP
Pioneer Investments
Shaw's Supermarkets
Spaulding Rehabilitation Hospital
St. Elizabeth's Medical Center
State Street Corporation
Stop & Shop Supermarkets
Suffolk University
Teradyne, Inc
Thomson Corporation
Verizon Communications
Wellington Management
WGBH
YMCA

Source: Dun and Bradstreet, InfoUSA, and BRA Research Division.

In addition, the public sector has large numbers of employees in Boston. According to the BRA, using a series consistent with the Bureau of Economic Analysis, there were an estimated 77,649 federal, state, and local government workers in Boston in 2006. Certain state government offices, federal regional offices, U.S. Postal Service facilities, state-chartered authorities and commissions (such as the Massachusetts Port Authority and the Massachusetts Bay Transportation Authority), and Boston's local government are all located within the city.

[This "Industry and Employment Trends" discussion was taken from pages 10 – 16 of the following report:
The Boston Economy 2007: Steady Growth, prepared by the Research Division, Boston Redevelopment Authority, May 2007.]

Section 3.4: GROWTH AND DEVELOPMENT PATTERNS

More than 350 years in the making, Boston has evolved through the centuries from a coastal colonial outpost populated by residents from a couple of small English towns to a major metropolis of diverse activities and population.

Relatively small in area for a major city, Boston faces land use pressures and competition as it continues to be "filled up" by development.

Demands for commercial and residential development and the call for more green space are driven in part by continued migration into the city. Boston's population continues to grow, fueled not only by newcomers from other lands as mentioned in the population characteristics part above, but also by empty nesters moving back into the city, and by young professionals who come here to our many colleges and stay to work after graduation.

The city's infrastructure also has evolved through the years. Boston's colonial-era streets have grown into a 795-mile network. Eight major highways feed into downtown Boston and the city is encircled on the north, west, and south by suburbs linked to Route 128, the state's circumferential highway. Three limited-access U.S. interstate highways serve the city.

Boston developed the first subway system in the nation, which has grown into today's Massachusetts Bay Transportation Authority (MBTA), the nation's 5th largest transit system. It serves a population of 4.67 million in 175 cities and towns with an area of 3,244 square miles. The MBTA currently maintains 183 bus routes, three rapid transit lines, five streetcar routes, four trackless trolley lines and 13 commuter rail routes.

Logan International Airport served 26 million passengers in 2004, with 4.2 million of them international passengers.

The city contains over 4,500 acres of parks, playgrounds, and other protected open spaces, more than half of which are owned by other (mostly state) entities. More than one-half of the city's land is tax exempt, owned by either government, religious, charitable, medical, or educational institutions.

The Central Artery/Third Harbor Tunnel Project, also commonly known as the "Big Dig," is in its final stage of construction. It is the largest, most complex and costliest highway and tunnel project in the nation's history, with a new highway tunnel coursing through downtown, with the addition of a new tunnel connecting the Massachusetts Turnpike to Logan International Airport. Thanks to the Big Dig, there is now a total of 300 acres of new landscaped and restored open space, including 45 open parks and major plazas.

Another notable Boston construction project resulting in new park land is the recently completed water pollution treatment plant on Deer Island, in which a 9-mile tunnel was built to carry the secondary treatment plant's effluent eastward to mix with the waters of Massachusetts Bay. Deer Island now contains 60 acres of parkland for recreational use, a 2.6-mile pathway along the island perimeter, and an additional 2 miles of trails on the island hills.

These massive and expensive projects capture the public eye and imagination, but in Boston's residential neighborhoods a more subtle effort has been underway that is also crucial for determining how the Boston of this new century will look and how amenable it will be to its residents. This effort has been a process of re-zoning neighborhood by neighborhood to reflect changes and to better fit residents' needs. This effort is driven in part by the city's high population density that, in turn, increases pressures for development in whatever diminishing yet developable space can be found.

The basic inquiry is: what kind of city do Bostonians want for the next century? All across the city, the question is being answered in both dramatic and modest fashion.

INFRASTRUCTURE

Since European settlement, Boston has always been a little short of elbowroom. Thus, it is not surprising that Boston's infrastructure – the systems of moving people, communicating, supplying the needed water and sewerage and the goods they want – also functioned in close quarters. So it is even today, almost 400 years since the City on a Hill was first settled.

Boston remains relatively small, less than 50 square miles with a downtown of only three square miles. However, with a population

nearing 600,000. Boston is the most populated city in New England. An additional 927,000 people enter Boston each day to work, attend school, or visit.

The necessary infrastructure systems to support this dense area then becomes a double-edged sword. Providing various means of transportation, a myriad of electrical services, gas lines, and water and waste systems not only sustains the population but also encourages ever more users who will tax the limits of the systems.

This also means that land for any use is at a premium. Parking lots and office towers compete with parks and playgrounds for space in the crowded urban environment. Achieving a balance of necessary services while maintaining Boston's quality of life is a continuous push and pull of public policy – one in which open space and infrastructure play key roles, sometimes complementary and sometimes contending.

This section of the Open Space Plan will look at two general infrastructure areas: transportation and water use. Water use includes the consumption of water by people and industry as well as the treatment of water and other fluids as sewage.

TRANSPORTATION

In order of their appearance and development, water, road, rail, and air have provided transportation in Boston.

Transportation activity started with the Atlantic Ocean crossings, carrying the first permanent settlers from Northern Europe. This body of water served as a "coast road" for further expansion all along the eastern seaboard.

Ocean harbors and the rivers that flowed into them soon followed as another transportation element. For Boston, that primarily meant the Charles and Neponset rivers as early inland routes as well as sources of fresh water, fish and other game food, and power for early businesses such as grinding mills. The rivers were also altered, bridged, dammed, and diverted as development proceeded.

As soon as settlers landed, of course, they also began making their way upon land. First largely by foot, following early Native American trails or creating new "desire paths" – footways that literally took the path of least resistance by going around natural

obstacles such as hills and lowlands. Many of these paths soon became crude roads and then city streets. Ferries and then bridges also became early and important parts of overland travel. The first span across the Charles River was completed in 1786, for example, but this bridge had been proposed as early as 1720.

Railroads were first built in Boston during the 1830s and grew rapidly as a means of moving both people and goods swiftly over greater distances. The advent of railroad technology made possible the extensive filling in and building up of tidal flats and lowlands, and the creating of new neighborhoods. This technology made possible not only greater carrying capacities, but also furthered the development of steam engines that were used to power locomotives hauling the fill-laden cars and to power steam shovels to replace pick-and-shovel efforts by humans. The Back Bay and South End are just two major examples of neighborhoods made possible by these new technologies.

Toward the end of the 19th Century, rails also were used to convey horse-drawn trolleys and later became the roadbeds for electrified above-ground trolleys and subway lines. The advent of mass transit caused many hitherto far-flung areas around Boston to become convenient to the city core. Thus, what have been called "streetcar suburbs" grew along trolley lines in Roxbury, Brighton, Dorchester, and other areas around Boston.

Air travel in Boston developed in the last century when Logan International Airport started during the 1920s on the mud flats of East Boston. Today, both passenger and freight uses have greatly expanded at Logan, in part taking up the slack of gradually diminished ship-borne services to and from Boston.

The following sections will take a closer look at current and future transportation plans and issues in Boston.

Roads

The variety of road service in Boston ranges from narrow cobblestone alleys on Beacon Hill dating back several centuries to the massive Big Dig – the widening and burial of the Central Artery that was followed by the removal of the elevated portion previously in use. The Big Dig has not only removed the physical barrier of the elevated artery, but has also created about 30 acres of new parks and green space downtown.

As the ownership of privately owned vehicles increases, the burden of ever-growing traffic adversely impacts on the quality of life in the city, as well as in the surrounding metropolitan area. From residential neighborhoods where merchants and residents call for more parking to the heavily-used Interstate Highway System that cuts through and surrounds Boston, the conflict between personal choices and public good remains unresolved. Roads are an important spoke of the transportation wheel serving Boston. At the same time, traffic delays and air, water, and noise pollution are constant reminders of the cost of such a transportation system.

A few statistical snapshots underline these observations:

- According to the 2000 Census, at least 85% of the region's households and 65% of Boston households owned at least one vehicle.
- The automobile ownership rate in Boston increased 31% between 1990 and 2000.
- Between 1970 and 2000, vehicle miles traveled in the region have increased by 75% while the population grew by only 10%.
- Vehicle miles traveled continue to increase much faster than the population. By 2020, vehicle miles traveled are expected to increase by 26%, but the population is projected to grow by only 5%.
- In 1990, of about 500,000 daily commutes, 224,000 of them – about 43%–took place in a vehicle with a single occupant.
- Although Boston's historic core was not designed for the automobile, each day more than 600,000 vehicles are driven into the downtown.
- The growing number of vehicles on Boston's roadways are not only coming from other communities: in the year 2000, more than 376,000 cars were registered in Boston, an increase of 12.6% since 1999 alone.

Air

In an urban area, both parks and airports can compete for land. The Frederick Law Olmsted-designed Wood Island Park in East Boston, completed in 1895, was sacrificed for airport expansion in the 20th century.

Yet, Logan International Airport is undeniably a critical commercial, communication, and travel link between Greater Boston and the rest of the world. This is reflected in a few statistics from the past decade. According to figures from Massport:

- In 1990, Logan handled 22,878,191 passengers. In 2000 that figure had grown to 27,412,926 – an increase of 8.3 percent.
- In 1990, 683,434,975 pounds of cargo moved through the airport. By 2000 there were 852,347,154 pounds – 8 percent growth.
- In 1990, 119,818,113 pounds of mail passed through Logan. For 2000 that number was up to 194,902,513 pounds, reflecting a 6 percent increase.

A significant increase in business at the airport has resulted in additional expansion: New airport hotels and terminal buildings, a third harbor tunnel to increase vehicular access, and more parking spaces.

In addition, Massport and the air carriers using Logan have constructed a new airport runway to alleviate congestion. Strong neighborhood opposition delayed the runway for decades, but it was opened in 2006. Opponents contended that an additional runway would have a direct and detrimental effect on the quality of life in neighborhoods that exist under Logan's flight patterns. Opponents cited not only the noise and pollution caused by additional aircraft flying near them but the increase in cars making their way to the airport as well.

As part of its efforts to mitigate the airport's negative impact on surrounding communities, especially East Boston, Massport has built and maintains Piers Park, located on the site of a formerly dilapidated dock. An additional park is planned for an adjacent pier, while the 10-acres Bremen Street Park, located adjacent to the Airport MBTA stop on a former rail yard, opened in 2007. This multi-use park was funded by the Massachusetts Turnpike Authority and will be maintained by Massport.

Rail and Bus Transit

In response to the crush of automobiles heading into and out of Boston, the MBTA has been re-opening commuter rail lines that had been shut down with the advent of the Interstate Highway System in the 1960s. For example, service to the South Shore, New Bedford, and Fall River has been restored, while the 18-mile long Greenbush Line to the South Shore opened in 2007.

Closer to home, the MBTA is currently working on an Urban Ring system and the connection of the Silver Line segments in the South

Station-South Boston waterfront-Logan Airport area and the downtown-South End-Roxbury area.

The Urban Ring would loop from Dorchester to Roxbury, Fenway, Allston, Cambridge, Somerville, Charlestown, and East Boston. The Ring would connect such new job sources as biomedical research areas, high tech clusters, and Logan Airport with older residential neighborhoods, avoiding the need to travel into the congested center of the transit system. It would also make open spaces more accessible along its route, such as the South Bay Harbor Trail, the Emerald Necklace, the Southwest Corridor Park, and the Charles River Reservation. Some open spaces may even be created in the Urban Ring corridor as a result of its implementation. Basically, the Urban Ring will be a circumferential transit route to connect the spokes of the existing metropolitan transit system and will serve more than 250,000 people who live within walking distance of the Ring's corridor. Of the Urban Ring's three phases, Phase 1 has been accomplished: Improved bus rapid transit (BRT) along segments of the planned Urban Ring corridor.

The Silver Line links the developing South Boston seaport district with Chinatown, the South End, Lower Roxbury, downtown and Logan Airport, utilizing restricted rights-of-way or tunnels. The project has also resulted in a new park along Fort Point Channel, and pedestrian and bicycling accommodations in the Washington Street portion of the corridor in the South End. The Silver Line thus increases access to waterfront open spaces at the Fort Point Channel and South Boston Seaport districts from inland Boston neighborhoods. Still to be determined is the alignment of the final phase of the Silver Line, specifically, where the portal for the final one-mile tunnel will be located.

More directly affecting the city's park system are such smaller changes such as redirecting an MBTA bus route to better serve the 103.6-acre Millennium Park in West Roxbury.

Water

Waterborne transportation in Boston over the course of nearly 300 years has undergone many changes. Yet the sea and the harbor continue to be important avenues of international commerce although Boston's share of this trade has fallen behind other port cities such as New York and Montreal. For example, today cruise liners calling in Boston are a bigger business than container ships. Harbor channel maintenance dredging under the direction of the

US Army, Corps of Engineers is expected to be completed by the end of 2008; permitting is now underway for a channel deepening project to enable larger container cargo ships to enter the Port of Boston.

However, in recent years the city and other communities have revived and expanded one of the earliest forms of transportation utilized in the early days of the colony: water ferries. Different parts of Boston as well as the surrounding environs continue to be separated by water. Thus, as the area's population and development densities continue to increase, ferry service will become a more viable alternative to clogged highways and packed transit trains.

The Boston Harbor Islands park system, now being developed by a consortium of governmental agencies and other entities, including the Parks Department, will only add to the demands for additional water transportation. Private ferries transport visitors to Georges Island from the Long Wharf dock. From there, a state-subsidized water taxi service provides free transit to several other harbor islands. Lowering the cost of the private ferries to enable a broader range of passengers to access the islands will be an ongoing concern of harbor island park management.

The most recent major change in the Harbor Islands is the reconstruction and expansion of Spectacle Island, which opened to the public in 2006. This 114-acre site was in part created with Big Dig dirt, used to cap a landfill on the island. Spectacle Island is owned by the Massachusetts Department of Conservation and Recreation and the City of Boston. The Island Alliance and the National Park Service assist the owners with island management. Spectacle Island features a marina, visitor center, café, two sandy beaches and five miles of walking trails that lead to the crest of a 157 foot-high hill.

WATER AND SEWER SERVICE

The water that enters Boston homes, businesses, and institutions and then leaves as sewage requiring treatment is the responsibility of two public agencies: the Massachusetts Water Resources Authority (MWRA) and the Boston Water and Sewer Commission (BWSC).

In addition to Boston, the MWRA supplies water to 60 other Massachusetts communities, where 2.5 million people are served in

890,000 households. The water – some 230 million gallons daily – comes from the Quabbin Reservoir, 65 miles west of Boston, and the Wachusett Reservoir, 35 miles west of the city. From there the water supply is conveyed via aqueducts from the two reservoirs to the Weston and Norumbega reservoirs where it is held for delivery to BWSC's service networks.

When MWRA water reaches Boston, after passing through treatment plants, storage tanks, and aqueducts, the Boston Water and Sewer Commission takes over. The BWSC was created in 1977 to maintain and improve the long-term quality and reliability of water and sewer services in Boston. Today, BWSC's primary goals are efficient delivery of service, environmental protection, and cost control. Accordingly, it is necessary for BWSC to maintain and improve the water distribution and sewer systems and to provide the highest quality water and sewer services at the lowest possible cost to customers.

BWSC owns and operates a system for the distribution of drinking water to customers throughout the city. BWSC purchases water (disinfected and fluoridated) from the MWRA. BWSC is the MWRA's largest single customer for both water and sewer services, and MWRA charges represent the largest single component of BWSC's operating expenses.

The Boston Water and Sewer Commission's current water distribution system consists of approximately 1,096 miles of pipe which range in size from 4 inches to 48 inches, including almost 17 miles of high pressure fire service pipe located in downtown Boston, 13,074 hydrants, and 16,885 valves. The system serves approximately 88,000 accounts through four major service networks. These service networks are supplied with potable water purchased from the MWRA at 29 metered delivery points.

In addition to water delivery throughout the city, the Boston Water and Sewer Commission owns and operates a system for the collection and transport of wastewater and storm drainage in Boston. The sewer system consists of conduits ranging in size from six-inch clay lateral sewers to 20-foot by 15.5-foot concrete culverts. The 1,450-mile sewer system is comprised of approximately 600 linear miles of sanitary sewers, 550 miles of storm drains, and 300 miles of combined sewers. Other facilities include eight pumping stations, two gatehouses, 40 permitted combined sewer overflow outlets, 185 regulators, and 200 tide gates.

Two former sewerage works under BWSC control hold potential for open space use: Calf Pasture in Dorchester, along Dorchester Bay, and the Moon Island facility, which may hold promise for future use as part of the Boston Harbor Islands park system.

Historically, water services had a more modest beginning in colonial Boston. Early settlers relied on water from cisterns and underground wells, but the quality was poor and the supply inadequate. The first attempt to provide an alternative came from a private company; in 1796, the Aqueduct Corporation began delivering water from Jamaica Pond through a system of wooden pipes.

In 1848, Boston obtained its first municipal water supply from Lake Cochituate via the Cochituate Aqueduct and the Brookline Reservoir. In order to meet the growing needs of Boston and the necessary system expansion, construction began in 1866 on the Chestnut Hill Reservoir. Construction of reservoirs on the Sudbury River to feed the Chestnut Hill Reservoir through the Sudbury Aqueduct soon followed. The Metropolitan Water District was formed in 1895 and by 1908 the Wachusett Dam, Reservoir, and Aqueduct were completed.

By the early 1900s, it was apparent that the Boston metropolitan area required additional water supplies and a more comprehensive plan to ensure its delivery. The MDC Water Supply Division was created in 1926 as a solution to this problem and was responsible for building many MDC facilities, among them Quabbin Reservoir, the Quabbin Aqueduct, and the Hultman Aqueduct. (A 17-mile MetroWest Water Supply Tunnel is now under construction. It will provide backup to the nearly 60-year old Hultman Aqueduct.)

In 1985, legislation transferred the possession, control, and operation of the MDC Water and Sewerage Divisions to the newly created Massachusetts Water Resources Authority. Today, all wastewater collected by BWSC facilities are conveyed to the MWRA's Deer Island Treatment Plant for both primary and secondary treatment. The MWRA has created a 44-acre park that surrounds the plant, thus offering a harbor island experience accessible by land.

The Deer Island Treatment Plant is part of a cleanup of Boston Harbor ordered by a federal court. The MWRA and it predecessor agency, the Metropolitan District Commission, were found in violation of both state and federal clean water laws. The court ordered the MWRA to build the wastewater and sludge facilities as

well as improved combined sewer overflow facilities, all on a court-set schedule.

These sewer renovations and the wastewater and sludge treatment made up the largest public works project ever to be built in New England up to that time and had a final cost estimated at up to $6.1 billion (the Central Artery/Tunnel Project was finished later, and cost considerably more). This massive undertaking included a 9-mile effluent tunnel to carry treated water hundreds of feet below Boston Harbor and into Massachusetts Bay.

The scope of this undertaking is driven by the 2.5 million people, almost half of the state's population, and the 5,500 businesses and industries that send their waste to Boston Harbor. It is also driven by the vast scope of the Boston waterfront, where commercial, residential, and recreational interests have been positively affected by the cleanup of the harbor waters. The DCR harbor beaches are completing a rebuilding program to accommodate projected increases in their use as word spreads of the cleaner harbor water.

LONG-TERM DEVELOPMENT PATTERNS

Zoning

The major local land use control is zoning. A municipal zoning code states what development will be allowed within designated districts of a city. The City of Boston Zoning Code designates both citywide districts and special districts. Citywide districts apply the same rules for the same uses: a single-family residential district in one neighborhood will get the same treatment as one in another neighborhood. Special districts are specific to certain areas because of the particularities of the area or because a certain land use pattern is desired in a specific area for economic development or other reasons of public benefit.

There are several citywide districts: Industrial Districts, Commercial/Office/Business Districts, Institutional Districts, Residential Districts, and Open Space Districts (please see Aggregated Zoning map). Within each general District are various sub-districts that provide more precise detail. For example, a residential district can be designated both where a 20-story apartment tower is located in the Back Bay, and where triple-deckers are located in Dorchester. However, a specific residential sub-district would be designated in particular areas so that 20-story apartment towers are not built in the triple-decker neighborhoods of Dorchester, nor is zoning restricted to the construction of triple-

Open Space by Zoning District
Commercial/Office/Business District
Conservation Protection Subdistrict
Industrial District
Institutional District
Open Space District
Residential District
Special District
No Zoning Classification Available
Protected Open Space
City of Boston
Aggregate Zoning
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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deckers placed where a 20-story apartment tower would be appropriate in a dense, downtown neighborhood.

Of interest to open space and environmental activists is a special type of residential sub-district, the Conservation Protection Subdistrict. As the city has gone through a slow re-zoning, neighborhood by neighborhood, the Conservation Protection Subdistrict (CPS) has become a presence in more parts of the city. These CPS zones are typically established on large privately-owned tracts that possess some natural features deemed worthy of protection and preservation. Rather than use the standard residential zoning that as-of-right allows for demolishing of natural features for the sake of constructing housing if the final structure remains within a spatial envelope outside the front, rear, and side yards, the CPS zones mandate that the site plan be reviewed first by the Boston Redevelopment Authority (BRA) planners. These planners will look to see if the site plan protects large-diameter trees, stream beds, wetlands, and other natural features, wherever they appear on the site. In exchange, the CPS zone will allow higher density if the development envelope is significantly narrowed over what would be allowed by as-of-right zoning.

Open space zoning is generally designated for lands in public ownership that are currently used for open space purposes. This zoning class can provide an additional level of protection to lands protected by Article 97. The City of Boston Zoning Ordinances do include zoning for open spaces. Open space zoning prohibits or limits to varying degrees the development of open space lands. The type of open space typically governs what degree of development can be allowed. The Open Space-Urban Wild subdistrict allows far less development than the Open Space-Urban Plaza subdistrict. The protection of open space zoning has limitations, as zoning is subject to change, and variances and special permits may be granted thereby allowing development or alternative use of open space lands which may not be in accord with the goals of, or intentions for, the open space. (Also many protected open spaces are not yet zoned as open space districts or sub-districts. Please see the map titled Aggregated Zoning of Open Spaces.) It is important to note that many, if not most, of the city's privately-owned open spaces are not zoned for open space use, but rather for residential, industrial, institutional, or commercial use, and are therefore not protected by zoning. Private owners who do so desire may have their property zoned for open space.

Maximum Build-Out

The idea of maximum build-out is a display of the results of all allowable development upon all developable land. This is a concern to open space planners because potential open spaces that are not protected by ownership by a public agency dedicated to open space use and management may be developed and lost to best use as an open space for general public benefit.

In the late 1990s, this concern led the Executive Office of Environmental Affairs (EOEA, the predecessor agency to the Executive Office of Energy and Environmental Affairs [EOEEA]) to have the state's regional planning agencies (RPAs) generate maximum build-out scenarios for municipalities within their region. For Boston, the relevant RPA is the Metropolitan Area Planning Council (MAPC). However, the results are not available. Given the complexity of Boston's zoning code, only two small areas were attempted for the build out analysis, Sullivan Square in Charlestown, and Kenmore Square in Back Bay/Beacon Hill and Fenway/Kenmore. As a results of these attempts, it was deemed infeasible to go further with a build out analysis in the city of Boston (Correspondence with Marc Racicot, Manager of Government Services, Metropolitan Area Planning Council, dated January 11, 2008). It was also understood that most new development in Boston is located in areas where development has already occurred.

Some sense of the possibilities for losses of potential public open space can be seen in the Aggregate Zoning map mentioned earlier. This map shows the general zoning districts for open spaces of conservation and recreation interest identified in Section 5's Open Space Inventory. Open spaces with the cross-hatching are ones deemed protected; the protection for these lands actually is stronger than the zoning, and supercedes it. That is, if a protected area such as Stony Brook Reservation in Hyde Park is zoned for residential development, that zoning will not be effective given that it is protected from development by Article 97, as it is being held by a state agency for open space use and management.

Open spaces without the cross-hatching are not considered protected in perpetuity. The zoning of these parcels can be a more critical factor. However, each case needs to be examined as in some cases, development will be limited for other reasons. The athletic fields at Harvard University are unlikely to be developed given that Harvard's mission is to develop students' minds and bodies: therefore, their institutional needs will limit development in these areas. The former Catholic Archdiocese lands in Brighton

have become part of the plans for a Boston College campus expansion. These lands have the CPS zoning, so that a site plan will be reviewed as part of campus development to ensure that valued natural features will not be demolished during the development process. Again, a college will likely seek to preserve open space values as part of creating a new "campus" (Latin for "field").

How these unprotected areas may be protected from development is the subject of much of Section 7, Analysis of Needs. The chapters in this section give a much more detailed flavor for each individual case where development is possible.

The most significant local land use control and development review process is Article 80 of the City of Boston Zoning Code. The Large Project Review procedure calls for review of various environmental impacts: wind, shadow, daylight, solar glare, air quality, water quality, flood hazard districts, wetlands, groundwater, solid and hazardous wastes, noise, wildlife habitat, pedestrian environment, historic resources, and green building/LEED compliance. These are discussed in a report called the Draft Project Impact Report. City agencies including the Boston Parks and Recreation Commission and the Boston Conservation Commission help develop the scope for preparation of this report, and review the draft report when it is made available.

The effect of all the effort by the Boston Redevelopment Authority, the Department of Neighborhood Development, the Boston Conservation Commission, and the Boston Parks and Recreation Commission on protection of open space in the development process can be seen in the scores Boston has received in its Commonwealth Capital applications. Commonwealth Capital is a program of the state's Smart Growth policy, that rates municipal policies and practices that promote smart growth, including open space protection. The application were issued in fiscal years 2005, 2006 and 2008. In FY05, the score was 101; in FY06, the score was 89; and in FY08, the score was 94. The maximum score is 140, including bonus points. These high scores show the city's continual attention to achieving smart growth principles through its development review process. It gives a sense as to why maximum build out will not likely be approached through the normal course of the city's development.

Section 3.5: CITY-REGION RELATIONS REGARDING OPEN SPACE

STATEMENT OF RELATIONSHIP TO THE MAPC METROGREEN PLAN

Open space is a major concern not only in urban development, but also in regional development. In light of the leadership provided by the Metropolitan Area Planning Council (MAPC) as regards planning for open space protection in regional development, we are providing the following statement outlining the relationship of this open space plan to MetroGreen, the Land Resources Protection Element of the MAPC Regional Development Plan (MetroPlan).

Based on conversations with MAPC staff, we considered it best to refer users of this plan to our statement of Boston's open space plan's relationship to MetroGreen found in the 2002-2006 plan (please see pages 469-475 of that plan). This is both because this present plan is an update of the 2002-2006 plan, but more importantly, MetroGreen, issued in 1992, is considered by the MAPC staff outdated.

Further, the MAPC has been undertaking to develop a new metropolitan regional plan called MetroFuture. By early 2008, they hope to issue drafts of the MetroFuture plan for comment. While this 2008-2014 open space plan was completed before the MetroFuture draft was issued, the City and the Boston Parks Department intend to participate in the comment period for this draft regional plan. Further, we expect to consider appropriate aspects of the regional plan's implementation strategy as future city open space plans are developed, as well as for ongoing open space planning efforts.

Open Space Plan 2008-2014

Section 4 Environmental Inventory & Analysis

Section 4.1: Geology, Soils and Topography

INTRODUCTION

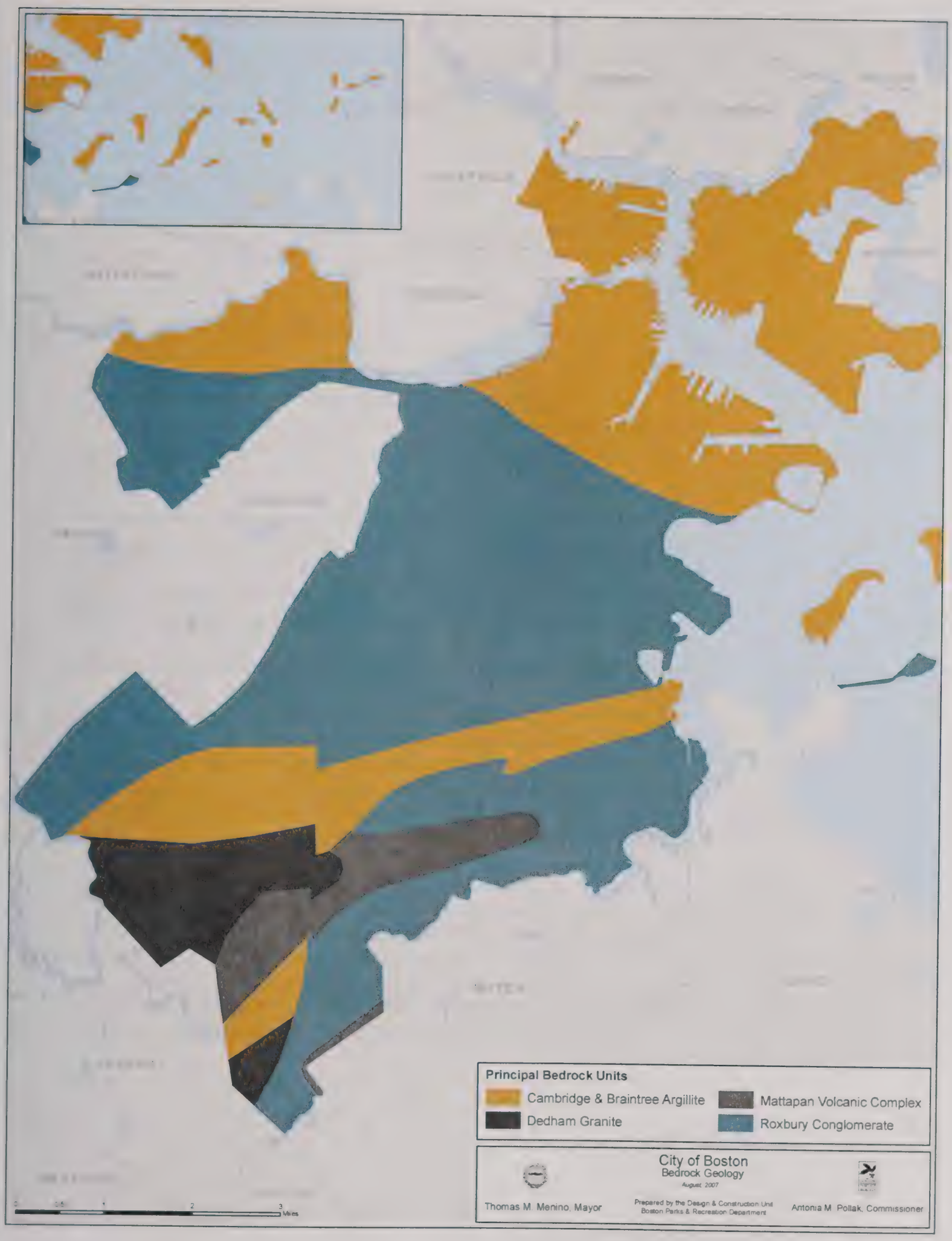
Boston is situated in a topographic lowland, referred to as the Boston Basin. This lowland is surrounded by a ring of hills that circle it from the Middlesex Fells in the north, inland to the Belmont Hills and Newton Highlands to the west, and around to the Blue Hills to the south. As with most areas in the Northeast, Boston's geology is attributed to several different geologic processes. The geology of Boston can be described by its bedrock, structural, and surficial features including glacial, fluvial, and wind deposited sediments. The soils of Boston reflect these geological factors, as well as influences due to vegetation and humans.

BEDROCK GEOLOGY

The principal bedrock units that belong to the Boston Basin include the Cambridge Argillite, Roxbury Conglomerate, Mattapan Volcanic Complex, and the Dedham Granite. The Cambridge Argillite is classified as a shale or mudstone. This fine-grained sedimentary unit was most likely deposited in deep oceanic waters millions of years ago when the Boston area was below sea level. This unit currently lies well below Allston, Back Bay, Central Boston, Charlestown, East Boston, South Boston, and the South End.

The Roxbury Conglomerate is known as a Puddingstone. This unit consists of pebbles and cobbles within a matrix of varying rock types. The range of size of the cobbles suggests that a river or stream deposited this unit. The Roxbury Conglomerate underlies much of Boston including Brighton, Kenmore/Fenway, Jamaica Plain, Mission Hill, Dorchester, Roxbury, and the northern portions of Mattapan, Roslindale, and West Roxbury.

The Mattapan Volcanic Complex is one of the oldest rock units found in Boston. These volcanic rocks are primarily granite. Pebbles and cobbles from this unit have been found in the Roxbury Conglomerate. This suggests that the Mattapan Volcanic Complex is older than the Roxbury Conglomerate, having experienced


Principal Bedrock Units
Cambridge & Braintree Argillite
Mattapan Volcanic Complex
Dedham Granite
Roxbury Conglomerate
City of Boston
Bedrock Geology
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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erosion, producing pebbles and cobbles that later formed the Roxbury Conglomerate. The Mattapan Volcanic Complex lies under the southern portion of Mattapan and large portions of Hyde Park.

The Dedham Granite is most likely the oldest rock unit found in Boston. This unit, which is found below the southern portions of Hyde Park and West Roxbury, is a Precambrian age rock that indicates an age well in excess of 600 million years.

STRUCTURAL GEOLOGY

Structurally, several features distinguish the Boston Basin. These include plunges, folds, anticlines, synclines, and faults. These structural features are found throughout the many rock units in the Boston Basin. Geologists use these features to date rock units relative to each other.

Plunges are physically represented by a significant dip in the bedrock. In the Boston Basin, the bedrock generally plunges east/ northeast. This means that if a plunging rock unit were exposed at the surface in a southwest area of Boston, that same rock unit would be hundreds of feet deep in a northeast area of Boston.

Structural features such as folds in the bedrock are evident in the Boston Basin. These folds occurred over 600 million years ago as the rocks were subjected to tectonic stress, causing the once flat-lying rocks to bend and fold. This stress also resulted in the formation of anticlines and synclines. These features are simply bedrock that has been folded up or down, respectively. Anticlines underlie Central Boston, Mattapan, and the Lower Mills. Synclines are found under the Charles River basin, Roslindale, and Hyde Park.

Inactive faults can also be located within the Boston Basin. These faults mark boundaries where different rock units once met and moved relative to one another. Thrust faults, where one rock unit is lifted above the other, are found at Mt. Hope Cemetery, the Neponset Valley, and the Blue Hills. Transverse faults, where units move in opposite directions, include the Stony Brook fault.

SURFICIAL GEOLOGY

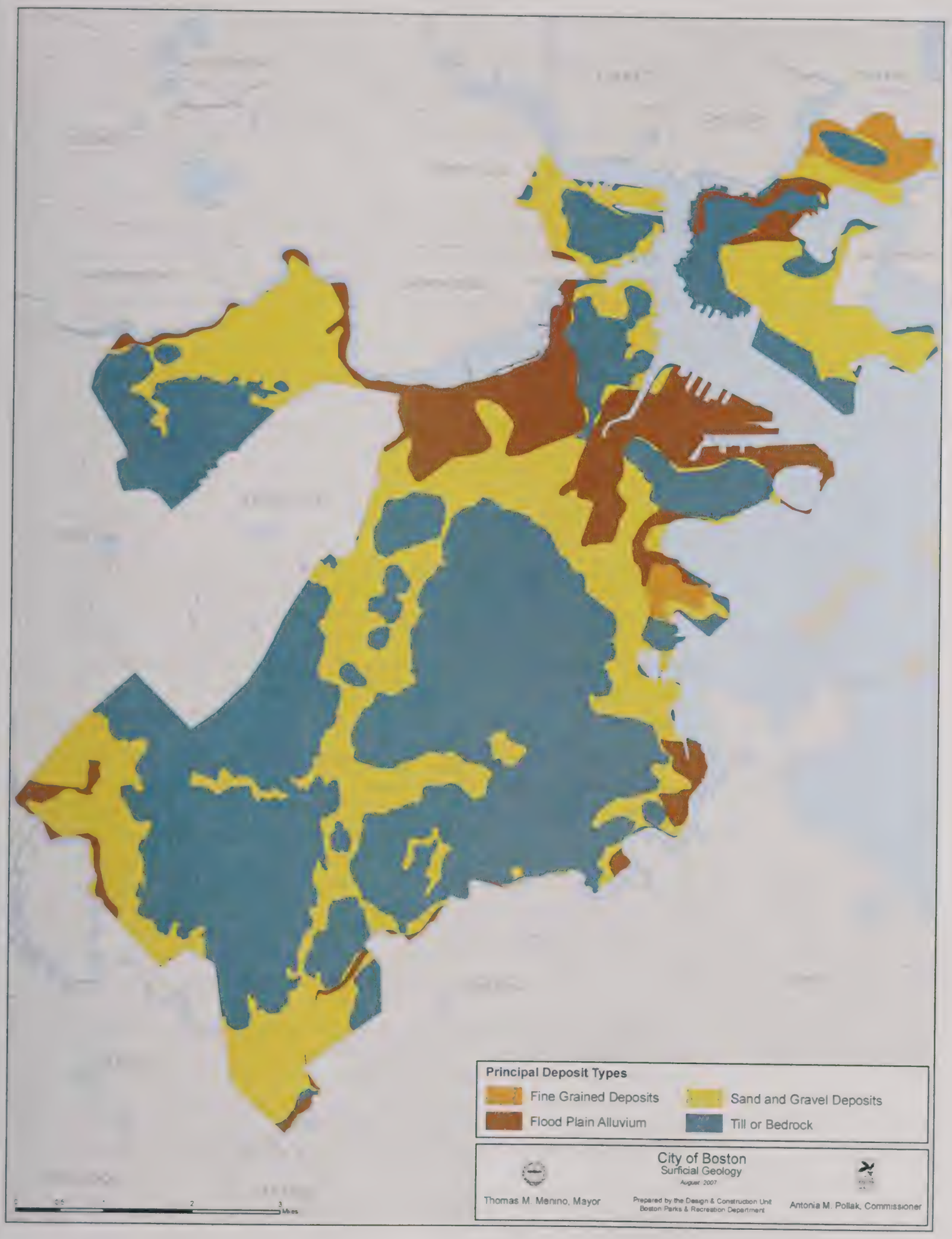
The surficial geology of the Boston Basin is the dominant factor regarding Boston's landscape. The surficial geology of Boston includes glacial drift, glacial outwash, riverine deposits, and marine clays, as well as loess, which is fine silt deposited by wind.

Glacial landforms dominate the current topography of Boston. These landforms resulted from periods of extensive glaciation approximately 10,000 to 50,000 years ago. Repeated advances of thick glacial ice resulted in deformation of the earth's crust. Valleys that existed 50,000 years ago were scoured, deepened, and widened by glacial ice. Glacial till – unconsolidated, non-stratified glacial drift – was deposited in depths of up to 150 feet. This till was commonly deposited as smooth, oval shaped hills known as drumlins. The Boston Basin has more than 100 of these drumlin features including the Harbor Islands, Breeds Hill, and Bunker Hill. A major factor in the Boston Harbor Islands' designation by the National Park Service as a National Recreation Area is that it is the only drumlin field in North America to intersect a coastline.

Deglaciation of the Basin had a profound effect on the current landscape. As glacial ice began to melt, the run-off deposited sands, gravel, and silts that had been trapped in the glacial ice. Changing sea levels, freshwater streams, wind, and erosion then modified these glacial deposits, thereby forming varied, sorted layers throughout the basin.

The prominent deposits on Boston's current topography include sand, gravel, till, bedrock, and silt and clay deposited by both fresh and estuarine water. Sand and gravel deposits run north/south through Boston. These deposits represent glacial outwash that was deposited as glacial ice melted. These deposits are found in abundance in Allston, Hyde Park, Jamaica Plain, North Dorchester, Roslindale, the South End, and West Roxbury. These deposits are well suited for development, as they are relatively stable and flat. Sand and gravel deposits typically, however, have a high water table, which may cause basements to be more susceptible to flooding. A high water table and the speed at which fluids move through sand and gravel can increase a surface release's capability to pollute groundwater.

Till and bedrock are found throughout the city and are characteristic of areas which contain drumlin hills. Neighborhoods that are dominated by till and bedrock deposits include Brighton, Central Boston, Dorchester, Mattapan, Roslindale, Roxbury, and West


Principal Deposit Types
Fine Grained Deposits
Sand and Gravel Deposits
Flood Plain Alluvium
Till or Bedrock
City of Boston
Surficial Geology
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
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Roxbury. Till and bedrock are considered to be extremely stable materials for development, although they also present constraints. Bedrock presents difficulties in excavation while till is commonly found as a drumlin hill, possibly causing topographic restraints for development.

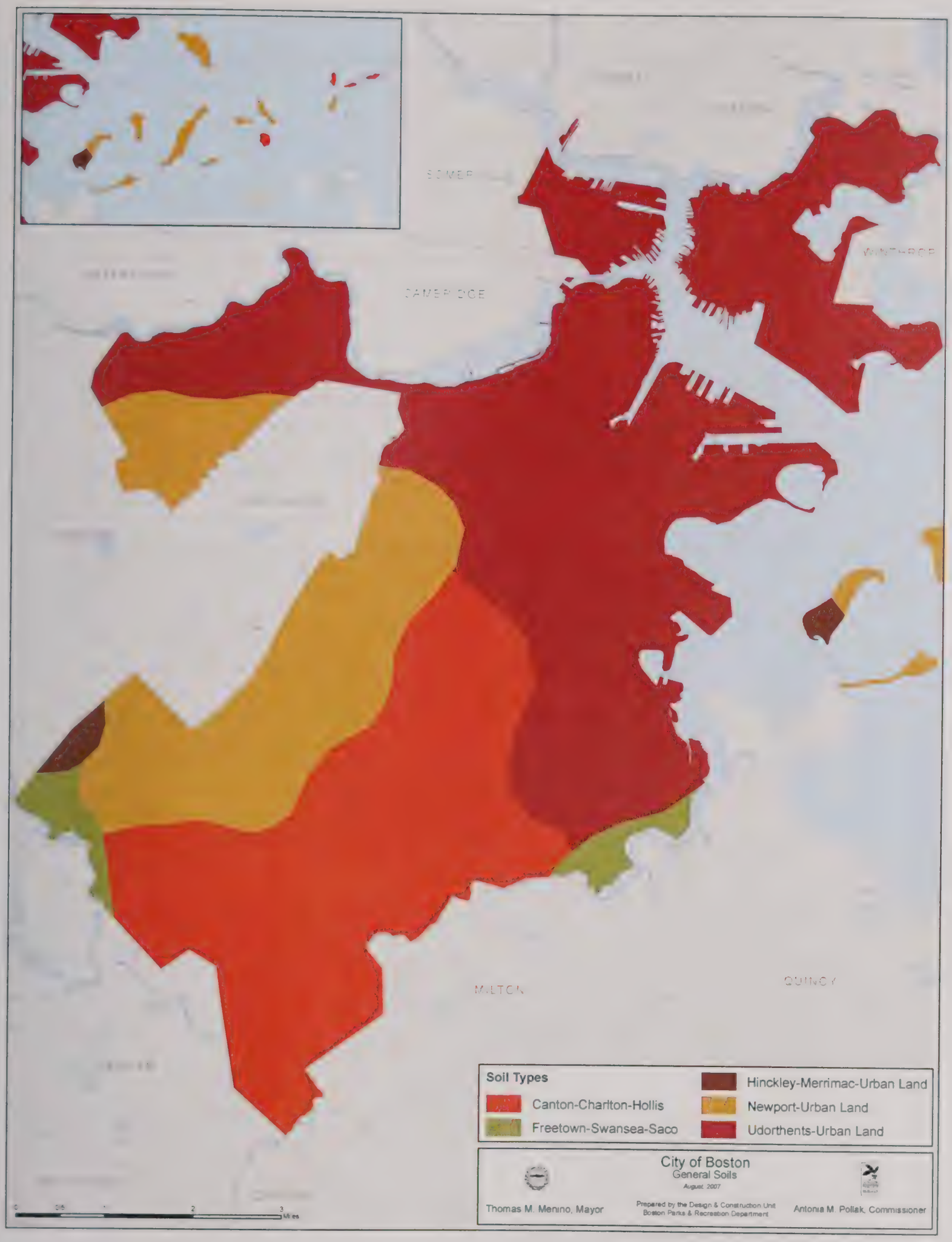
Floodplain alluvium consists of fine-grained material such as fine sands and silts that are found adjacent to, and deposited by, rivers and tidal marshes. These deposits underlie the Back Bay, Fenway/Kenmore, and South Boston. These deposits are now covered by artificial fill that was laid down in the late 18th and 19th centuries to allow development of these lands. The obvious development constraints associated with this material include instability and a high water table. The material does, however, possess a low permeability, thus trapping pollutants and resulting in a slow migration which can be contained should a release of pollutants occur.

SOILS

The soils of the Boston Basin are derived from natural glacial processes, and artificial processes attributed to the extensive filling of lands by humans. The three largest generalized soil units in Boston are Udorthents-Urban Land, Canton-Charlton-Hollis, and Newport-Urban Land units. These units are typically deep deposits found on land with a topographic range from nearly level to moderately steep.

Udorthents-Urban Land soils occupy most of Boston. These soils are found in areas that were previously tidal marshes, flood plains, bays, harbors, and swamps. Udorthents are classified as areas where native soil has been removed and filled with artificial soil material. The fill consists of soil material, rubble, refuse, and channel dredgings. Depth of this unit ranges from 2 to 20 feet. Land that is 85% or more covered by an impermeable surface such as concrete and asphalt including roads, sidewalks, and buildings is defined as Urban Land. Urban Land overlays actual soil units that cannot be determined due to the urban coverage.

The Canton-Charlton-Hollis unit is characterized by well drained, loamy soils formed from glacial deposits. This unit is typically found on low hills and uplands in Hyde Park, Mattapan, and Roslindale. Canton soils are found on small undulating hills adjacent to valleys. Charlton soils are located in depressions between ridges at higher elevations. Hollis soils are found at the top of ridges and near rock


SOMER
CAMBRIDGE
WINTHROP
MILTON
QUINCY
Soil Types
Canton-Charlton-Hollis
Freetown-Swansea-Saco
Hinckley-Merrimac-Urban Land
Newport-Urban Land
Udorthents-Urban Land
City of Boston
General Soils
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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outcrops. These soils are conducive to woodland growth, and are suitable for development.

Newport-Urban Land is commonly found on steep hillsides in the Boston Basin. This unit is found on top slopes and side slopes in Jamaica Plain and West Roxbury. Course fragments of flat dark gray shale and slate in the substratum characterize it. A layer of compacted glacial till causes low permeability and a perched water table, potentially contributing to wet basements in residential areas.

TOPOGRAPHY

Ten to twelve thousand years ago, glaciers shaped the landscape that subsequently Native Americans inhabited and Europeans colonized. These massive sheets of ice moved across the land, totally displacing all flora and fauna in the area. The ice sheets' great weight caused the coastal lands to sink below the surface of the ocean.

After the glaciers retreated, the most prominent landscape features were the drumlins, hills made up of glacial till. They tend to have an oval shape, with the "points" of the oval aligned in the direction of the glacial retreat. (Many of the harbor islands are such drumlins.) The glaciers also left sand and gravel deposits through many parts of Boston, such as along the Charles in West Roxbury and Allston-Brighton, in the Stony Brook Valley in Jamaica Plain, Roxbury, Roslindale, and Hyde Park, and near Dorchester Bay in Dorchester and South Boston. Overall, the terrain of Boston is gently rolling, with heights ranging from near sea level along the coast to 370 feet above sea level at the highest point, Bellevue Hill in West Roxbury, within the Department of Conservation & Recreation's (DCR) Bellevue Hill Reservation.

Section 4.2: Landscape Character

INTRODUCTION

Boston's landscape is rich in history. It has been changing since the city's founding in 1630. These changes have left traces on the landscape of the city. The growth of the city's landmass has been the most significant evidence of the change of this landscape.

HISTORY OF THE LANDSCAPE

Boston's original landscape is considerably different from its present day appearance. This landscape has changed more than any other city in the country. Boston was originally settled on the Shawmut Peninsula, which is now Central Boston. This peninsula was comprised of three hills: Beacon Hill, Copp's Hill, and Fort Hill. Washington Street, a thin neck of land that often flooded at high tide, connected the peninsula and its hills to the mainland. Originally an area of 1,000 acres, the city has grown to its current area of approximately 30,000 acres through land reclamation and annexation.

Development of the city involved the filling of its coastal and bay areas. The first salt marshes destroyed by European settlers were the land around the perimeter of Shawmut Peninsula and the Boston Neck. Between 1810 and 1850, Mill Cove was filled and development of South Boston had begun. By 1870 the Commonwealth was filling the Back Bay. During that same period, the City of Boston had planned and was developing the South End (the area surrounding Washington Street). Charlestown and South Boston continued to be filled during this period. Between 1870 and 1880 the Back Bay was completely filled while South Boston and East Boston continued to grow. Filling of salt marshes continued into the 20th century as East Boston and Breeds Island were connected and South Bay and Columbia Point were filled.

While the filling of salt marshes added new area to the city, annexation incorporated towns into the city's jurisdiction. Annexation began with Roxbury in 1868 and by 1874, Dorchester, Charlestown, Brighton, and West Roxbury had been added. Hyde Park was the last town annexed when it joined the City of Boston in 1912. These annexed towns now represent Boston's

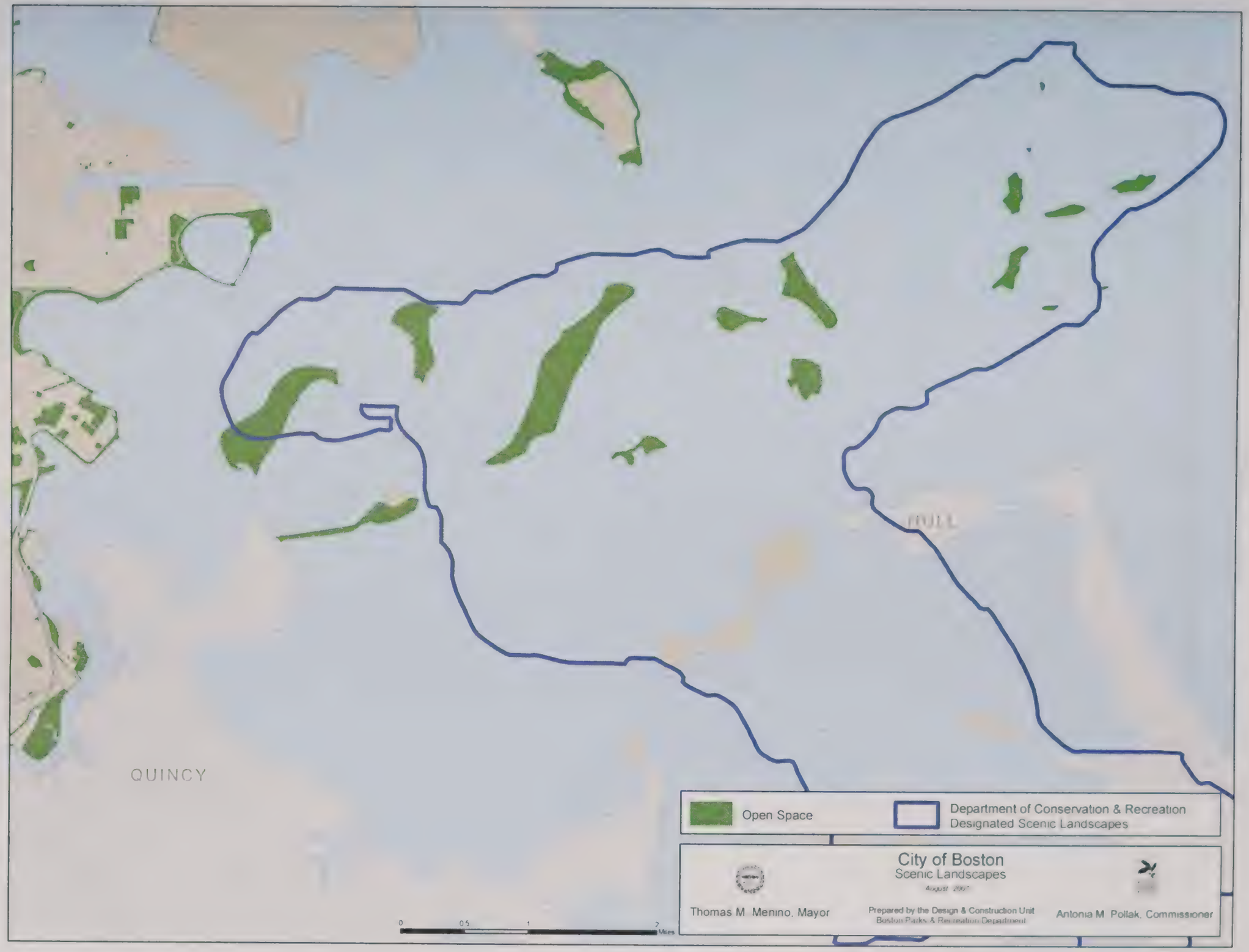
neighborhoods. Fenway/Kenmore and Mission Hill were formerly parts of the Town of Roxbury. Roslindale and Jamaica Plain were parts of West Roxbury. Dorchester included Mattapan, and Allston and Brighton were part of the Town of Brighton.

CURRENT ASSESSMENT

Boston has become a highly urbanized area from the perspective of openness of the landscape. High-rise towers and dense apartment buildings dominate the landscape in the downtown areas. Nearby neighborhoods such as Charlestown, East Boston, South Boston, and Allston have considerable low-rise industrial development. Low-rise residential developments dominate the neighborhoods further out from downtown, such as Roxbury, the South End, Jamaica Plain, Mattapan, and Dorchester. A mix of high- and low-density residential developments dominates the landscape in neighborhoods such as Roslindale, West Roxbury, and Hyde Park.

Despite this historical spread of development across Boston's landscape, the city has retained much natural beauty and many open lands thanks to the cumulative wisdom of its citizenry over time. It was felt that a portion of the city's land must be preserved for the recreation, relaxation, and scenic enjoyment of its citizens. Both the municipal and the metropolitan park systems preserve much of this landscape character. For example, hills, ponds, and wetlands are preserved in Allandale Woods under the city's jurisdiction, and in the Stony Brook Reservation under the DCR.

Water is a prominent part of the landscape character of Boston. With miles of coastline and riverfront, Boston is blessed with aquatic resources, coastal and estuarine wetlands, and scenic vistas. Within city limits are many of the Boston Harbor Islands that now make up the Boston Harbor Islands National Recreation Area. Much of this area is considered a distinctive landscape, the highest categorization in the Department of Environmental Management's (merged into the current DCR) statewide Landscape Inventory. Boston's open lands are a mixture of uplands and wetlands. Most of the upland areas consist of forest, with the remainder in fields and meadows. These upland areas are generally either publicly owned parklands and cemeteries or privately owned cemeteries. The larger, expansive wetland areas are primarily under public ownership. Boston is a highly mature, developed community. Developable land that is as yet undeveloped is extremely limited. The protection of the natural resources and open areas of Boston's


QUINCY
Open Space
Department of Conservation & Recreation
Designated Scenic Landscapes
City of Boston
Scenic Landscapes
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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landscape is as vital a function now as it was in the 19th and 20th centuries.

Section 4.3: Water Resources

INTRODUCTION

The settlement of Boston upon the Shawmut Peninsula took place due to the area's outstanding water resources. Mainland Boston is bordered by water to the north, south, and east. These water resources include an ocean harbor, rivers, streams, ponds, and wetlands.

BOSTON HARBOR

To the east, ten miles of the city's shoreline lies on Boston Harbor. The Harbor consists of several unique areas which border Boston, more specifically, its Charlestown, Central Boston, East Boston, South Boston, and Dorchester neighborhoods. Sections of the Harbor include the Inner Harbor, the Outer Harbor, and Dorchester Bay.

Charlestown, East Boston, Central Boston, and South Boston bound the Inner Harbor. The Inner Harbor stretches from the confluence of the Mystic and Chelsea Rivers to the Fort Independence and Fort Winthrop sections of South and East Boston, respectively. This brackish water is classified as SB (swimmable and fishable) by the Massachusetts Department of Environmental Protection (MADEP). Though shellfish beds occur throughout the inner harbor, shellfishing is prohibited. The Inner Harbor is used for recreational fishing and boating, and maritime/industrial uses. Freighters and ferries are common in its shipping channels and designated deep port areas. The Inner Harbor includes three channels: the Little Mystic, Fort Point, and the Reserved Channel. These channels are large capacity docking points that can provide protection during rough seas.

The Outer Harbor is home to dozens of islands. The City owns four islands: Long, Moon, Rainsford, and a large portion of Spectacle Island. The islands are drumlin hills that are partly submerged in the water of the harbor. Rounded hills, open fields, forests, and historical sites characterize these islands. The Harbor Islands, which once had uses such as military forts and industrial plants, have generally reverted to a more natural state. Harbor Island beaches are found on Spectacle Island, Long Island, Lovells Island,

Thompson Island, and Gallops Island. The water of the Outer Harbor is typically used for swimming, boating, fishing, and navigation by commercial ships.

The Constitution Beach Bay area (aka Orient Heights Bay) of Boston Harbor is located on the eastern coast of East Boston between Logan Airport and Orient Heights. These waters are designated class SB waters by the MADEP, which is suitable for swimming and fishing, common activities in the bay. The bay includes 275 acres in Belle Isle Marsh, which is part of the designated Rumney Marshes Area of Critical Environmental Concern (ACEC). These marshes are among the most important biological resources in the city. They are host to numerous species of waterfowl, wading shore birds, migrant songbirds, invertebrates, and fish. Constitution Beach is a small beach area on tidal flats located in the northern section of the bay. Marshes to the west and the Belle Isle Marsh to the east border the beach.

Dorchester Bay stretches from Castle Island at Pleasure Bay in South Boston to the mouth of the Neponset River at Commercial Point in southern Dorchester. Primary uses of the bay include boating, fishing, and swimming. Dorchester Bay waters are classified as SB. However, shellfishing is restricted, as is the case throughout Boston Harbor. Swimmers gain access to the water at several locations along the bay in both South Boston and Dorchester. Access points include the beaches of Pleasure Bay, L & M Street Beaches, and Carson Beach in South Boston, and Savin Hill and Malibu Beaches in Dorchester.

WATERSHEDS

Boston is roughly divided in two by two major watersheds: The Charles River watershed and the Boston Harbor watershed. The Water Resources map shows the major watersheds and the minor watersheds.

It appears that more than half of the city's land area is within the Charles River watershed: mostly the western half of the city, but also including portions of Charlestown, the West End and the Back Bay as well.

The other major watershed, Boston Harbor, occupies much of the eastern and southernmost portions of the city. This watershed is further subdivided into three minor watersheds: the Mystic River sub-watershed, which includes such large water bodies as the

Chelsea River, Constitution Bay, and Belle Isle Inlet; Boston Harbor (Proper), which includes portions of the Inner Harbor and the whole of Dorchester Bay; and the Neponset River sub-watershed, which includes Mother Brook in Hyde Park. The Neponset River sub-watershed includes two Areas of Critical Environmental Concern (ACEC), the Fowl Meadow/Ponkapoag Bog ACEC along the southernmost segment of the Neponset, and the Neponset Estuary ACEC at and near the mouth of the Neponset. The Rumney Marshes ACEC helps protect the Belle Isle Marsh Reservation within the Boston Harbor's Mystic River sub-watershed.

Both the Charles and the Boston Harbor watersheds are heavily urbanized, yet both contain valued ecosystems and heavily used recreation areas. Thanks to the Charles River Dam at its mouth, the wetlands in this watershed are dominated by freshwater, whereas estuarine and saltwater wetlands predominate in the Boston Harbor watershed (freshwater wetlands are found in the Neponset sub-watershed upstream of the dams on the Lower Neponset). The Charles River watershed has such heavily used park systems as the Charles River Reservation and the Emerald Necklace, as well as Stony Brook Reservation, Cutler Park, and Millennium Park. The Boston Harbor watershed has major metropolitan beaches such as Constitution Beach, Pleasure Bay, Carson Beach, Savin Hill Beach, and Tenean Beach. It also contains the Boston Harbor Islands National Recreation Area in the Outer Harbor. These islands contain trails, paths, campsites, beaches, and vistas that are attracting a growing number of visitors. Thanks to the Coastal Zone Management program and the Chapter 91 regulations, as well as Boston Redevelopment Authority (BRA) policy, a Harborwalk is developing (please see Section 7.1.2 for further details). Harborwalk will enable the public to access the Boston Harbor waterfront and connect these open spaces together to form a linked system akin to the Charles River Reservation.

RIVERS

The City of Boston contains, or is adjacent to, five rivers: the Charles River, the Muddy River, the Neponset River, the Chelsea River, and the Mystic River.

The Charles River originates southwest of Boston at Echo Lake in Hopkinton, MA. The upper section of the Charles River drains a watershed of approximately 310 square miles. The river meanders 80 miles from its source to the Charles River Dam where it empties

into Boston Harbor. Before reaching the Harbor, the Charles flows along West Roxbury, Allston, Fenway/Kenmore, the Back Bay, and the West End of Boston. The river traverses eight miles of shoreline within the city that is bordered by the Charles River Reservation and the parkways of Soldier Field Road and Storrow Drive. The portion of the Charles between the Charles River Dam and Boston University Bridge is referred to as the Charles River Basin. This section of the river, which once inundated the Back Bay, is a wide and deep impoundment of freshwater used extensively for rowing and sailing. The water of the Charles River is classified as Class B by the Massachusetts Department of Environmental Protection (MADEP). This type of water is considered swimmable and fishable, though these uses of the Charles River are currently impaired (see Water Quality section).

The Neponset River flows for a total of 28 miles from the Neponset Reservoir in Foxborough to Boston Harbor at Dorchester Bay. The river drains a watershed of 323 square miles south and west of Boston. The small gradient of the river results in slow currents and several wetlands along the Neponset. The Neponset flows east along seven miles of natural, meandering banks to the south of Boston through Hyde Park, and along Mattapan and South Dorchester. This section of the River is bordered by the Neponset River Reservation, which includes a large tidal wetland in South Dorchester. The lower four miles of the river from Dorchester Bay to the Lower Mills Dam in southern Dorchester is tidal and frequently used for bird watching, picnicking, canoeing, and fishing. The MADEP has classified these waters as SB, allowing fishing and swimming, but restricting shellfishing.

The Muddy River originates at Jamaica Pond and flows north 3.5 miles before joining the Charles River. It flows through four distinct parklands designed by Frederic Law Olmsted: Olmsted Park from Ward's Pond to Leverett Pond, the Riverway from Leverett Pond to Park Drive and Brookline Avenue, the Back Bay Fens from Park Drive and Brookline Avenue to the Boylston Street Bridge, and Charlesgate from the Boylston Street Bridge to the Charles River. Within these parks, the Muddy's Class B (MADEP) waters are primarily used for passive recreation.

The river's watershed drains 8.6 square miles of land, only 25% of which are in Boston. From Jamaica Pond to Leverett Pond, the 2% gradient is steep, an average of a two-foot drop in elevation every 100 feet downstream. This section of the river flows through Olmsted Park, including Ward's Pond, Willow Pond, and several small waterfalls.

The lower section of the river flows from Leverett Pond to the Charles River with a gradient of less than 0.01%, causing the river to be essentially flat with little current. From Leverett Pond, the Muddy meanders through the Riverway before reaching the Brookline Avenue gates at Park Drive. When these gates are opened during times of flood, a portion of the Muddy's flow is directed through the Muddy River Conduit under Brookline Avenue and is emptied directly into the Charles River. During periods of normal flow, river water travels one and one-half miles through the Back Bay Fens to the Charles River.

The Chelsea River is a short tidal estuary, and is Boston's only remaining undammed river. From its origin as Mill Creek in Chelsea and Revere, it flows approximately three miles past the heavily industrialized north shore of East Boston and into the Inner Harbor.

The Mystic River originates at the Mystic Lakes section of the Middlesex Fells Reservation, approximately five miles northwest of Charlestown. There are approximately two miles of Mystic River frontage on Charlestown's north shore, but most of this is dominated by industrial marine transportation enterprises. The Mystic meets the Chelsea River under the Tobin Bridge to form the northern part of the Inner Harbor.

BROOKS & STREAMS

At one time, Stony Brook traversed Boston for approximately seven miles. The majority of the stream has been culverted to accommodate development and stormwater conveyance. Currently, the only portion remaining above ground is at its origin in the Stony Brook Reservation in West Roxbury. The Stony Brook Conduit (SBC) discharges into the Muddy River in the Back Bay Fens. The SBC carries mostly brook flow in dry weather and combined sewer overflows (CSOs) along with stormwater flows in wet weather. The conduit discharges to the Charles River, and occasionally overflows to the Back Bay Fens Pond at Boston Gatehouse No. 1.

Mother Brook originates at a diversion dam on the Charles River in Dedham. It is the first canal constructed in the New World. It flows east through Hyde Park where it joins the Neponset River. The first three-quarter mile section of Mother Brook, located in Dedham, is an artificial canal excavated to connect the Charles River to a

branch of the Neponset River formerly known as East Brook. Therefore, Mother Brook diverts one-third of the flow of the Charles River. This represents the equivalent of 60 square miles of drainage area added to a natural drainage basin of five square miles.

Bussey Brook flows through portions of West Roxbury, Roslindale, and Jamaica Plain, before discharging underground into the Stony Brook Conduit near the Forest Hills MBTA station. Like other streams in Boston, it has been almost completely buried, though remnant above-ground sections still occur in Allandale Woods and the Arnold Arboretum. Though seriously degraded by culverting and urban run-off, these remaining sections of Bussey Brook represent some of the most important aquatic resources in Boston.

Sawmill Brook traverses the perimeter of both Millennium Park (the former Gardner Street landfill) and the DCR Brook Farm Reservation in West Roxbury. Though channelized in sections and diverted by construction of the landfill, it is an important tributary to the Charles River. Small, wooded sections of Sawmill Brook occurring within the Brook Farm Reservation are critical habitat to a number of wildlife species, including a state-listed rare amphibian (see Wildlife section).

Dana Brook was formerly the main drainage channel in West Brighton. It now lays completely underground from Chandler Pond to the Charles River, a distance of approximately one and one-half miles. Segments of Dana Brook still exist upstream of Chandler Pond, on the Newton Commonwealth Golf Course within Newton. This is the main inlet for Chandler Pond.

Canterbury Brook is a tributary of Stony Brook. It is a partially culverted and partially exposed body of water that is fed by Scarborough Pond within Franklin Park, as well as by storm drains from surrounding neighborhoods in Mattapan and Roslindale. The brook flows southwest through both sections of the Boston State Hospital site, along the edge of the Boston Nature Center, through part of the Canterbury I Urban Wild on the edge of the Greenleaf Composting operation, through part of St. Michael's Cemetery, and then briefly along the northern side of American Legion Highway south of Walk Hill Street. The brook disappears and reappears at various points along its route, dropping underground south of Walk Hill Street and ultimately merging with the Stony Brook Conduit underground.

Environmental Inventory & Analysis

PONDS

Boston contains several ponds and a reservoir. These bodies of water vary in nature and origin from glacial ponds to river ponds to artificial ponds and reservoirs. Glacial ponds were formed by glacial processes involving melting water and large blocks of ice deposited upon Boston's landscape, forming ponds. These glacial ponds are referred to as kettle ponds. Kettle ponds are common in the Boston Basin. One example is Jamaica Pond, at approximately 80 acres the largest natural pond in Boston.

Turtle Pond is located within the Stony Brook Reservation in Hyde Park and is another natural pond of great significance. It is a popular fishing spot and, despite the presence of the adjacent Turtle Pond Parkway, is relatively undisturbed and has generally good water quality. In addition, several small, unnamed ponds within the Stony Brook Reservation provide critical habitat to a number of important wildlife species. Other small woodland ponds occur in Allandale Woods.

Boston also contains many artificial ponds, and ponds that are part of river systems. One of the most notable artificial ponds is the Public Garden Lagoon. This pond was created in 1838 during the construction of the Public Garden. Mill Pond in Hyde Park is an artificial pond that was created through an impoundment of Mother Brook. Chandler Pond, located in Brighton, was originally excavated for the purpose of producing ice. It is the last of more than 20 ponds once found in Brighton. Scarborough Pond in Franklin Park was dug out in the 1890s during the park's construction.

Among Boston's ponds that are part of river systems are Ward's, Willow, Leverett, and Cow Island Ponds. Ward's, Willow and Leverett Ponds are part of the Muddy River system located in Olmsted Park in Jamaica Plain. Cow Island Pond is a still water section of the Charles River in West Roxbury. The DCR Havey Beach borders this pond.

The DCR Chestnut Hill Reservoir, located in Brighton, is an artificial impoundment of water that once served as Boston's only water supply. The Reservoir was discontinued as a source of drinking water following completion of the Quabbin Reservoir in Western Massachusetts. The largest body of water located within Boston, the Reservoir is now used for scenic recreation purposes.

WETLANDS

Wetlands serve a vital function for Boston. They assist in flood control, stormwater run-off, and provide food and shelter to fish, birds, amphibians, and other important animals. However, in the last 100 years, 6,000 acres of coastal wetlands and approximately 50% of Boston's inland wetlands have been destroyed.

Boston has several wetland areas located in the southern and western portions of the city, yet the largest single wetland, at 275 acres, is the Belle Isle Marsh in East Boston. Other substantial wetlands are found in the Neponset River Reservation in South Dorchester, the Stony Brook Reservation in Hyde Park, and the Brook Farm Reservation in West Roxbury.

Smaller yet still significant forested wetlands are found near the Leatherbee/Hancock Woods in West Roxbury, and at Allandale Woods in Roslindale/West Roxbury. Wetlands associated with rivers and streams include those along the banks of the Muddy River, Mother Brook, the Charles River, and Saw Mill Brook. (See Vegetation section for further description of wetland resources.)

AQUIFER RECHARGE AREAS

Aquifers are areas beneath the surface of the earth that contain water, whether composed of permeable rock or unconsolidated materials such as gravel, sand, silt or clay. If they are uncontaminated and of sufficient yield, aquifers serve as a source of drinking water for people throughout the world as well as here in Massachusetts.

In Boston, high and medium yield aquifers are found in two limited locations. High and medium yield aquifers are found in West Roxbury along the Charles River. This area is dominated by open spaces uses, such as Cutler Park, Millennium Park, the Rivermoor urban wild, Havey Beach, the West Roxbury High School Athletic Fields and Marsh, and cemeteries located nearby. Some residential, commercial, and industrial uses are also located in this area.

The second area is associated with the Fowl Meadows Area of Critical Environmental Concern (ACEC) in Hyde Park, at the southernmost tip of the city. Most of this medium yield aquifer is within the Fowl Meadows ACEC. Some of this aquifer lies within parklands held by the Department of Conservation and Recreation.

Other portions are overlain by a residential area. One large portion is overlain by an abandoned warehouse complex that is currently the subject of discussion for re-development (please see the Hyde Park section of the plan [Section 7.2.8]).

Most of metropolitan Boston, and especially the city of Boston, is dependent on the DCR-MWRA regional system of water supply, which is based on surface water reservoirs located at great distances from Boston. Therefore, aquifer recharge area protection is not a critical issue for drinking water supply for this community. However, should the city desire at some point in the future to extract groundwater for non-drinking water supply purposes, development over these recharge areas may become an issue worth some consideration. The fact that much of these high and medium yield aquifers found within Boston's city limits are located in areas with some form of protection from development will help future generations, should the need ever arise.

FLOOD HAZARD AREAS

Areas with a greater chance of severe flooding are generally known as flood hazard areas. For purposes of federal and state law and policy, they are more specifically known to be areas where there is a 1% annual chance of flooding, for non-coastal areas (aka the "100-year floodplain" or "FEMA Zone A"), or a 1% annual chance of flooding and an additional hazard associated with storm waves, for coastal areas (aka "100-year floodplain" or "FEMA Zone V").

The city wide map titled "Flood Zones" shows the location of both the FEMA Zones A and V areas, aka 100-year floodplains, in Boston. These areas tend to be associated with major freshwater or coastal surface water bodies, such as Boston Harbor, Dorchester Bay, the Charles River, the Neponset River, and the Muddy River. The Flood Zones map also shows open space in the city, and one can see that there is a strong relationship between both areas. Major exceptions tend to be found along coastal areas, such as the downtown, East Boston, Charlestown, South Boston, and Dorchester waterfronts. Flood hazard areas not within designated open spaces are found in some smaller inland areas in East Boston, West Roxbury, Hyde Park, and the Kenmore sub-neighborhood.

Many, if not most, of the flood hazard areas are found within protected open spaces, ensuring that development in these areas, if any, will be limited. In those flood hazard areas not within open

100 Year Floodplain
Open Space
City of Boston
Flood Zones
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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spaces, protected or not, such sites are typically highly developed. Whatever redevelopment takes place in such areas will be the subject of the state Wetland Protection Act and other laws affecting development in flood hazard areas.

With much of the coastline within such flood hazard areas, the Chapter 91 regulations mandating open space and public access at the water's edge has had the effect of reducing flood impacts and providing public access and use along the water's edge, a highly valued recreation resource. The City, through its planning agency the Boston Redevelopment Authority (BRA), has developed municipal harbor plans that cover such areas as the downtown, Fort Point channel, East Boston, and South Boston waterfronts in accordance with Chapter 91 and Coastal Zone Management policies. These plans strengthen regulations to protect coastal flood hazard areas from adverse development.

The BRA also has a waterfront planning unit that seeks to extend the open space system known as Harborwalk along all the coastal shoreline of Boston (except in working waterfront areas including Logan Airport). They are assisted by the City's Conservation Commission which mandates public access along the water's edge as part of its approvals, and by non-profit groups such as The Boston Harbor Association and Save the Harbor/Save the Bay. These groups advocate for more waterfront public access in various forums, such as development review processes or participation in such forums as the Metropolitan Beaches Commission.

Section 4.4: Vegetation

INTRODUCTION

The natural vegetation of Boston is chiefly influenced by the city's geographic position along the Atlantic coast, the presence of landforms resulting from glaciation, and a long history of human land use and manipulation of native habitats.

UPLAND VEGETATION

Forested Uplands

The Boston area, like most of eastern Massachusetts, lies in an area generally described as the Appalachian oak-hickory forest zone. This forest type occurs from southern Maine, throughout southern New England, south to Georgia at higher elevations and west to western New York. Red, white, and black oaks, with lesser densities of pignut, shagbark, bitternut, and mockernut hickories dominate the Appalachian oak-hickory forest zone. Other trees commonly found are white ash, black cherry, black birch, hophornbeam, and red maple. Numerous species of shrubs also occur. Among the most common are lowbush blueberry, maple-leafed viburnum, witchhazel, flowering dogwood, and beaked hazelnut.

In the Boston area, the oak-hickory forest is mixed with patches of other forest types found in adjacent northern and southern regions. Elements of the northern hardwood forest, such as sugar maple, eastern hemlock, yellow birch, and American beech can be found in Boston's forested areas, especially on north and west facing ridges. These species are generally prevalent throughout northern New England and southeast Canada. Conversely, areas in the city with well-drained, sandy soils and southeast exposures support woodland species more typical of Cape Cod and other coastal areas, such as pitch pine, scrub oak, and sweet fern. White pine is a ubiquitous tree species throughout the region, frequently occurring in abandoned pastures and other open, sunny locations.

Given the long history of industrial and residential development within Boston, it is not surprising that natural forests and other native plant communities occur today in remnants and small patches. The largest forested area remaining in the city is the 466-

acre Stony Brook Reservation in Hyde Park, Roslindale and West Roxbury. Other significant forested areas are Allandale Woods (100 acres, West Roxbury), Hancock Woods (55 acres, West Roxbury), Sherrin Street Woods (25 acres, Hyde Park), the Wilderness (100 acres, Franklin Park), Olmsted Park (50 acres, Jamaica Plain), Brook Farm (120 acres, West Roxbury), parts of the Arnold Arboretum (Jamaica Plain), and sections of several Boston Harbor Islands.

Boston's forests provide a range of recreational, scenic, and ecological benefits. They are the city's lungs, cleansing the air of carbon dioxide and producing oxygen. Summer temperatures are up to ten degrees cooler in city forests, helping to mitigate the warming effects of urban development and activity. They also help control stormwater and filter pollutants from urban runoff. Healthy forest communities are essential for preventing excess sedimentation of waterways, wetlands, storm sewers, and catch basins by stabilizing erodible soils and steep slopes.

Most of Boston's forested areas are open to the public and, thereby, provide both formal and informal environmental education opportunities to schoolchildren, families, and adults. Recreational activities, such as hiking, trail running, cross country skiing, wildlife viewing and tracking, and nature photography, provide city residents and visitors with the unique opportunity to experience and observe nature up close within the confines of an urban environment.

Though many of these areas are publicly owned and protected from outright development, they still suffer from a host of problems. Some, such as the Stony Brook Reservation, have been fragmented by the construction of parkways, creating more edge habitat, less interior habitat, and interrupting established wildlife corridors.

The habitat value of all forested areas is seriously degraded by the prevalence of non-native, invasive plant species. These plants were either purposely or accidentally introduced to the area and, because of their tolerant and hardy nature, have become major threats to the sustainability of native forest ecosystems. Among the most destructive non-native invasive plants in Boston forests are Norway maple, Japanese knotweed, European buckthorn, multiflora rose, oriental bittersweet, and Japanese barberry.

In addition, people sometimes subject forested areas in Boston to direct abuse. Severe littering, illegal dumping, vandalism, and

trampling by foot and vehicles are chronic problems in all urban forests. Frequent fires, set deliberately or by accident, such as those that occur regularly in Stony Brook and Allandale Woods, suppress regeneration of native trees and lead to the further proliferation of invasive trees, shrubs, and vines.

Serious blights and diseases currently threaten several tree species. Most notable is the decline of the eastern hemlock caused by an insect parasite, the wooly adelgid. The effects of this recent arrival to Boston have been minimal so far. However, based on the experience of other communities in Connecticut and New York, where the adelgid has been present longer, the outlook is bleak. Foresters predict that the long-term impact of the wooly adelgid on the eastern hemlock will be as devastating as the blight that virtually wiped out the American chestnut 70 years ago. Because of these issues, public ownership by itself is insufficient to protect Boston's forests from degradation and ensure their long-term sustainability. Active, hands-on management is also required. Non-native, invasive plants need to be controlled, eroding soil needs to be stabilized and revitalized, and native species of trees and shrubs must be planted in order to restore a healthy forest ecosystem. In addition, activities that damage the forests – illegal dumping, fires, uncontrolled mountain biking, and off-road vehicles – must be curtailed, while beneficial and productive recreational and educational activities are promoted. With so little of Boston's original forest remaining, it is of paramount importance to maintain the remaining forests to maximize the benefits they provide and ensure that they continue to function as viable ecosystems for future generations.

Non-forested Uplands

Non-forested uplands, primarily meadows, are a dwindling resource in Boston. Often a remnant of past agricultural use, virtually all meadows and pastures throughout the city have been subject to intense residential and commercial development. Most of those not developed have been left to grow into shrubby thickets and early successional forests dominated by non-native, invasive plant species.

Meadows and pastures provide critical habitat to many species of plants and wildlife that are rarely found in Boston and are increasingly uncommon throughout the northeast. These habitats offer great scenic value, breaking up the monotony of dense residential areas and providing expansive views of the city, Boston Harbor, and the surrounding landscape. Boston's meadows are

frequently found atop hills and other steep slopes subject to erosion problems. Viable, healthy meadow plant communities are thus important to stabilize vulnerable soil.

Significant upland meadows today can be found in the Arnold Arboretum, Franklin Park, the Boston Nature Center, Calf Pasture, the Walter Street Tract, Allandale Farm, McLaughlin Playground, and on several Boston Harbor Islands. Most of these sites are current or former agricultural or horticultural sites. Turf grasses and opportunistic wildflower species of Eurasian origin are dominant. Farmers during the 17th and 18th centuries deliberately or accidentally introduced these species and turf grasses.

Because of the suppression of natural wildfires and the disappearance of farming practices such as haying and grazing, meadows now require regular intentional maintenance to sustain their open, pastoral character. Mowing is the most common method of maintenance; however in many cases mowing is done too frequently to allow for the development of a diverse meadow plant community. Such areas are generally devoid of any habitat value. To maximize floristic diversity and ecological value, most meadow habitats should be mowed only once per year, at the most, in the late summer.

The acreage of meadow found in Boston increased substantially in 2000 with the opening of Millennium Park, a new park atop the former Gardner Street landfill in West Roxbury. This 100-acre park includes over 70 acres of grassland comprised of both native and Eurasian grass species. Interpretive nature trail signs are planned to highlight the uniqueness and diversity of this beautiful ecosystem.

In addition, the Parks Department through its Urban Wilds Initiative implements selective, low-impact mowing regimes at several meadows throughout the city's urban wilds and other natural areas. Community groups and other volunteers have also been involved in introducing native meadow plants, such as goldenrods and asters, and controlling non-native, invasive plant species at several sites.

WETLAND VEGETATION

Freshwater Wetland Vegetation

As throughout all of Massachusetts, Boston has lost a substantial percentage of its original freshwater wetlands to development. Intense filling and subsequent construction has occurred in the extensive marshes once found along Stony Brook, Bussey Brook, and the upper Charles River. Isolated wetlands, bogs, vernal pools, and small ponds have been filled for residential development. Remaining wetlands have been affected by changes to hydrology as streams have been buried and diverted to storm sewers.

Wetlands serve a vital function for the city. They help to store, control, and cleanse stormwater run-off, a function that becomes increasingly important as additional impervious surfaces are created. They also provide essential habitat for a wide array of wildlife (see Wildlife section, below).

Several distinct plant communities are present in freshwater wetlands in Boston. Forest wetlands – such as red maple swamps and floodplain forests – are typified by large trees, such as red maple, willows, basswood, green ash, silver maple, and a diverse shrub layer of dogwoods, alder, winterberry holly, viburnums, and swamp azalea. An outstanding remnant of the southern New England floodplain forest, a rare community type recognized by the Massachusetts Natural Heritage Program, occurs along the Charles River shoreline of Millennium Park in West Roxbury. A project is being planned to rehabilitate this floodplain forest. Other significant forested wetlands are found in the Stony Brook Reservation, Brook Farm, Sherrin Street Woods, and Leatherbee/Hancock Woods.

Non-forested wetlands – marshes, shrub swamps, and wet meadows – are dominated by shrubs, such as buttonbush, highbush blueberry, dogwoods, and elderberry, along with an extremely diverse collection of grasses, grass-like plants, and herbs typified by cat-tails, water willow, pickerel weed, arrow arum, bulrushes, and sedges. Typical marshes are found at Allandale Woods, West Roxbury High School, Brook Farm, along the West Roxbury stretch of the Charles River, the Boston Nature Center, and adjacent to Chandler Pond in Brighton.

Coastal Wetland Vegetation

Coastal wetlands, primarily salt marshes in Boston, were once the most dominant plant community within the city. Thousands of acres occurred along the harbor shoreline and up into the estuaries of the Charles, Chelsea, Mystic, and Neponset Rivers. Over the past 350 years, these salt marshes have been lost to filling, alterations to hydrology, pollution, and other drastic changes to the shoreline. Today only about 400 acres of salt marsh remain. These are primarily found at the DCR's Belle Isle and Neponset River Reservations in East Boston and Dorchester, respectively, and at Massport's Wood Island Marsh in East Boston.

Salt marshes comprise one of the richest and most biologically productive ecosystems on Earth. The precisely balanced cycles of tide, sedimentation, and decomposition all contribute to the production of up to 10 tons per acre per year of vital nutrients, minerals, and organic material to nearby aquatic and terrestrial habitats. Healthy salt marshes support dozens of animal species. Some species (ribbed mussel, salt marsh dragonfly, fiddler crab, for example) are restricted to this habitat for the duration of their lives, while other animals (sharp-tailed sparrow, mummichogs, meadow vole) use salt marshes for breeding or feeding but can also be found in other habitats.

Overwhelmingly dominated by salt marsh cordgrass and salt meadow grass, salt marshes also protect sensitive, low-lying coastal areas from flooding and other damage resulting from strong storms. They are vital to the maintenance of clean water in Boston Harbor. Other plants adapted to withstand the unique physical conditions in and around salt marshes include marsh elder, black rush, spike grass, glasswort, and sea lavender.

Because they often form the interface between surface waters and groundwater on the one hand, and developable or developed uplands on the other, both coastal and freshwater wetlands are particularly susceptible to the deleterious effects of urban development. Public ownership alone is insufficient to protect them and preserve the vital functions they provide. All of the wetlands occurring in Boston are degraded to a certain extent. They have been at least partially filled or drained, have received either too much or too little water, have been subjected to pollutants, and have been invaded by non-native, invasive plants that have out-competed the native species. The most destructive non-native plants in Boston wetlands are giant reed (Phragmites australis) and purple loosestrife.

The City of Boston is pursuing a number of programs to restore some natural functions to the city's degraded wetlands. The prime example of this is the restoration of the Muddy River and Back Bay Fens. This project, estimated at $43 million, aims to remove years of accumulated sediment from the Muddy River and restore a diverse native wetland plant community along its banks, now dominated by a dense infestation of giant reed. In East Boston, two major remediation and salt marsh restoration projects have recently been completed. Condor Urban Wild, completed in 2003, resulted in the removal of hazardous materials, the creation of a healthy salt marsh, upland meadow, pier, sculpture, as well as pathways, benches and scenic overlooks for habitat and passive recreation uses. Two years later in 2005, the Belle Isle Coastal Preserve project culminated in the remediation and restoration of a previously degraded salt marsh, the reconnection and re-integration of land within the vast DCR Belle Isle Marsh Reservation, and the construction of a trail segment for the future East Boston Greenway extension.

RARE SPECIES

Given the history of scholarly study in the Boston area, it is not surprising that the city's natural areas were well-traveled by knowledgeable botanists and naturalists during the 19th century and the city's flora well documented. The Massachusetts Natural Heritage and Endangered Species Program (MNHESP) lists several dozen rare plant species that are known to have occurred in Boston. However, given the inattention to urban areas by 20th and 21st century botanists and naturalists, it is conceivable that a handful of these rare species may still be present in the city, but are unreported.

Without a doubt the vast majority of rare plant species habitat is long gone in Boston, but isolated occurrences may still exist in a few locations. In 2003, the New England Wildflower Society conducted botanical inventories at selected urban wilds in Boston. These inventories noted two potentially rare species that are listed by the MNHESP on their "watch" list. These species are Black Oat Grass (*Piptochaetium avenaceum*) and Violet Bush Clover (*Lespedeza violacaea*).

CULTURAL COMMUNITIES

As one of the oldest cities in the U.S., Boston has a very long tradition of agriculture and horticulture. At one time, the majority of what is now the city was comprised of farmland. Jamaica Plain, Mission Hill, Dorchester, Roxbury, and Hyde Park were all intensely farmed into the early 20th century, providing food and supplies to the burgeoning industrial and commercial center in central Boston. Pieces of this activity still remain. Allandale Farm in West Roxbury and Brookline is the lone remaining working farm in Boston. It is planted with vegetables, fruit, hay, and cover crops that are sold at the farm's retail stand.

The Arnold Arboretum, managed by Harvard University on land owned by the Parks Department, is a world-famous facility with a collection of trees and shrubs from all over the world. Its lilac collection is particularly renowned. The site also contains several expansive, naturalistic meadows and unmanicured woodlands that provide excellent wildlife habitat and give visitors a sense of the area's pastoral history. The 25-acre Bussey Brook Meadow Urban Wild is one of the few areas within the Arboretum that is truly managed as a natural area.

Section 4.5: Fish and Wildlife

INTRODUCTION

Approximately half of Boston's 7,100 acres of open space, about 3,500 acres, is comprised of land that provides important habitat for a large number of plant and animal wildlife species. These areas are made up of reservations, beaches, urban wilds, portions of parklands, sections of the Boston Harbor Islands, campus areas, and privately owned land. The diversity of these areas and the correspondingly diverse plant communities found at each support an abundant collection of both native and non-native animal species.

FISH

The city's most diverse habitat for fish is Boston Harbor. This is probably one of the few habitats in Boston that supports a generally native wildlife population. This is also a major recreational resource for sport fishing. The commercial aspect of fishing, though integrally tied to the historic economic development of Boston, is almost completely limited to charter boats and other activity supporting sport fishermen. The most significant fisheries in Boston Harbor are striped bass, winter flounder, cod, mackerel, bluefish, and monkfish. Other important species are pout, hake, dogfish, menhaden, and killifish. The recent clean-up of Boston Harbor has greatly improved the habitat for all marine wildlife, though populations of several fish species are still imperiled by over-fishing and degraded habitats. Good access for onshore fishing is found at Castle Island, Long Island, Harbor Point and along the Dorchester and East Boston shorelines.

Shellfishing was at one time a mainstay of Boston's economy for both European settlers and native peoples and remains an important cultural artifact of the city's maritime past. Unfortunately, Boston's shellfish beds have been officially closed for many years. Though abundant populations of clams, mussels, scallops, and to a lesser extent, oysters, are still found within Boston Harbor, water quality has still not improved to the level required for state officials to allow their consumption. With the proper license, however, shellfish can be harvested from Boston Harbor at Carson Beach and the mudflats in Orient Heights Bay off Bayswater Street and taken to a shellfish purification facility.

Sport fishing also occurs on several of Boston's rivers and ponds such as Scarborough Pond, Chandler Pond, Turtle Pond, the Charles River, and most notably Jamaica Pond. The Commonwealth stocks Jamaica Pond with hatchery-raised trout and smallmouth bass. Native species found in Boston's ponds include golden shiner, bluegills, pumpkinseed, chain pickerel, and American eel. These populations have suffered from generally poor water quality throughout the city and the introduction of non-native species, such as carp, bass, trout, and goldfish.
The Charles River still supports seasonal migrations of some anadramous fish (species that generally live in salt water and return to freshwater for breeding), most notably Atlantic herring and American shad. A sighting of blueback herring was made in 1996 at the southern end of Leverett Pond.

One state-listed rare species of fish occurs in Boston, the three-spined stickleback. This small, inconspicuous fish lives in a small pool in Olmsted Park. The species occurs commonly in marine habitats, but freshwater populations are rare in New England. The Boston population is the southern-most freshwater occurrence and the only one in Massachusetts. The population is monitored regularly by researchers from Harvard University and appears stable. Efforts must be made by Boston Parks, the DCR, and the Town of Brookline to ensure the viability of this species at this location.

BIRDS

During the course of one calendar year, more than 200 species of birds can be seen within Boston. This great avian diversity stems from Boston's location on the Atlantic Flyway migration corridor and the diverse collection of habitats found within the city limits. Boston Harbor and its associated estuaries, salt marshes, beaches, and mud flats support numerous species of waterfowl, shorebirds, and seabirds. Forested areas and wetlands are home to a wealth of resident songbirds and dozens of species of neotropical migrants in the spring and fall. Meadows and other open areas attract raptors and owls.

Birdwatching is an increasingly popular recreational activity in urban areas, as more people discover the great array of birds found even in the midst of extensive development. In the Back Bay Fens area of the Emerald Necklace alone, over 170 species of birds have been documented by local birders, all within the shadows of

Fenway Park and the Hancock Tower. At the Boston Nature Center in Mattapan, naturalists have documented approximately 150 species of birds. Other important (and well-documented) habitat areas for birds are the Arnold Arboretum, the Belle Isle Reservation, Franklin Park, and the Stony Brook Reservation. In June, 2007, during the first year of the Massachusetts Breeding Bird Atlas II, a pair of Hooded Warblers was confirmed nesting in Franklin Park, the first such breeding in the Commonwealth in half a century. Urban natural areas provide important, valued habitat for birds, other fauna, and wild plant species.

The Massachusetts Natural Heritage Program lists six species of rare birds that have nested in Boston: Vesper Sparrow, Common Tern, Least Tern, Barn Owl, Peregrine Falcon, and Upland Sandpiper. Several of these records, however, have not been updated in many years and it is currently unclear exactly which species still occur in the city. In addition, several state-listed rare species, such as Pied-billed Grebe and Piping Plover, have occurred in towns adjacent to Boston and could just as easily nest within the city boundaries. Though not listed by the state as a rare species, Wild Turkeys have returned to the city after an absence of many years. In addition, several Boston Harbor Islands host nesting colonies of egrets and herons. Given the colonial and sensitive nesting habits of these birds, these rookeries are of great regional significance.

The city also contains significant wintering habitat for several important bird species. The most famous examples of this are the Snowy Owls and other birds of prey that spend most winters along the runways at Logan Airport. This phenomenon has been well documented by researchers at the Massachusetts Audubon Society with the cooperation of Massport.

Falling partly within the limits of the City of Boston are three Important Bird Areas (IBAs). Important Bird Areas have been identified and designated in more than 130 countries in order to focus attention on the significance of protecting critical bird habitats. The Massachusetts Audubon Society (MAS or the Society) has taken the lead in identifying IBAs in Massachusetts. A brochure describing the Massachusetts IBA program may be read online at http://massaudubon.org/Birds_&_Beyond/IBAs/. The three IBAs falling partly in the city of Boston are the Belle Isle Marsh, the Boston Harbor Islands National Recreation Area, and the Mystic River Watershed. The Society has urged that any public open space within these areas be managed in a manner compatible with the goals of the IBA program.

Several species of birds, both native and non-native, have recently grown in population size to be considered public nuisances. The Common Pigeon, for example, was developed from the European Rock Dove and introduced into this country as a domesticated bird, but many of these birds escaped and formed feral populations. Today the pigeon is always found in association with human habitations and almost universally regarded as a serious pest.

Other non-native bird species, such as the House Sparrow, European Starling, and House Finch, are also abundant in Boston and wreak havoc among populations of native birds. Humans introduced all of these species to North America. These non-native species have grown to a population size where they outcompete native species for food, nesting sites, and other resources. Canada Goose and American Crow, both native species, have also experienced recent population explosions, causing a variety of problems among other native bird populations.

MAMMALS

Like the rest of eastern Massachusetts, Boston is experiencing rapid and dramatic changes to its resident wild mammal population. A combination of factors – explosive residential development in the suburbs, intentional and inadvertent creation of forested wildlife corridors, and the continued habituation of animals to human activity, among others – has caused the sighting of species traditionally associated with remote wilderness areas to be an increasingly common occurrence within the city.

White-tailed deer, rarely seen within the Route 128 beltway only 15 years ago, are now year-round residents in Boston. They and signs of their presence – tracks, scat, antler rubbings, and browse – are frequently seen in Franklin Park, the Arnold Arboretum, Allandale Woods, and near Millennium Park, among other locations. As the presence of deer becomes more common, concern will develop over the possible impacts deer may have on public and private lands and public safety. Shrubbery browsed by deer, the perceived increase in Lyme Disease, and the potential for deer-car collisions all contribute to the public's eventual intolerance for large populations of deer in dense residential areas.

Coyotes have also made a dramatic comeback to eastern Massachusetts, after being almost completely extirpated by a government-sponsored eradication program during the 19th

century. Coyote sightings are now commonplace throughout the state. In 1999, a family of coyotes, numbering up to ten individuals, summered in Mission Hill. Sightings in other areas of the city, such as along the Neponset River, have become more common in recent years.

Small mammals adaptable to humans and human settlements, such as raccoons, possum, striped skunk, and cottontail rabbits, abound throughout the city, in both developed and undeveloped areas. Less conspicuous mammals, such as mice, voles, shrews, and moles, though rarely seen, are also common in natural habitats.

OTHER VERTEBRATES

Reptiles and amphibians, commonly grouped as herpetiles, are Boston's most imperiled group of animals, and their presence and species composition are frequently used as ecological indicators to gauge the overall health of an ecosystem. Common Massachusetts species found in Boston include green frog, bullfrog, painted turtle, red-eared slider (non-native), snapping turtle, garter snake, red-backed salamander, and two-lined salamander. Though these species are common elsewhere, their occurrence in Boston is sporadic at best, with only scattered records existing in a few neighborhoods. In addition, two state-listed rare herpetiles occur in West Roxbury. Common Massachusetts species that should occur in Boston but have not been recently documented include milk snake, black racer, Northern-water snake, ribbon snake, American toad, wood frog, and spring peeper (NOTE: Spring peepers are present at the Gladeside I Urban Wild). Significant herpetile habitats are found in the Stony Brook Reservation, the Brook Farm Reservation/Millennium Park area, and Allandale Woods.

INVERTEBRATES

Insects and other invertebrates are also commonly used indicators of ecosystem viability, particularly for aquatic ecosystems. Preliminary studies of benthic macroinvertebrates conducted by the Parks Department at Chandler Pond, Scarborough Pond, Wards Pond, Willow Pond, and the Muddy River have shown very low species diversity, thereby confirming the poor water quality of these water bodies.

Section 4.6: Scenic Resources & Unique Areas

SCENIC LANDSCAPES

Boston has many scenic and significant landscapes that define the city's character. The most extensive landscape type is the waterfront. Whether along Dorchester Bay, the Inner Harbor, Belle Isle Inlet, the Mystic, or the Chelsea, saltwater-oriented landscapes form much of the basis for Boston's attractiveness.

Freshwater-oriented landscapes, such as the Neponset, the Mother Brook, Bussey Brook, Scarborough Pond, and Chandler Pond also have great scenic charm. The two most notable scenic landscapes based on fresh water are the Charles River Reservation and the Emerald Necklace. In the midst of a densely developed urban area, these green corridors provide a visual and recreational respite. As envisioned by Frederick Law Olmsted and Charles Eliot, the views they afford, and the opportunity to stroll away from streets and through naturalized and recreational landscapes, provide relief from the hectic pace of urban life.

Some new parklands developed on former landfills provide scenic landscapes themselves as well as provide the opportunity for viewing scenic vistas from them. Pope John Paul II Park along the Neponset in southern Dorchester provides views of the Neponset Estuary, including extensive estuarine wetlands. Millennium Park in West Roxbury forms a prominent hill along the banks of the Charles, a unique landform in the valley of a mature, meandering river. It provides vistas, especially to the west, that some have said are more typical of views from hilltops in rural Central Massachusetts. Of course, the exception is the view to the northeast, which shows the top of the glass Hancock Tower peeking over a wooded skyline.

GEOLOGIC FEATURES

Geologic features are often described elsewhere in this section. The one geologic feature most appropriate for discussion in this particular section is Roxbury Conglomerate, also known as Roxbury Puddingstone. This particular bedrock unit is unique to the Boston Basin, yet quite prevalent within the Basin. Its presence as a rock outcrop is seen occasionally in parts of the city,

oftentimes because of the expense of blasting it to provide room for development. It forms a prominent feature in some parks and natural areas/urban wilds, such as Franklin Park, Allandale Woods, Hancock Woods, and Stony Brook Reservation. Such outcrops are natural play areas for children, who love to climb them.

CULTURAL AND HISTORIC AREAS

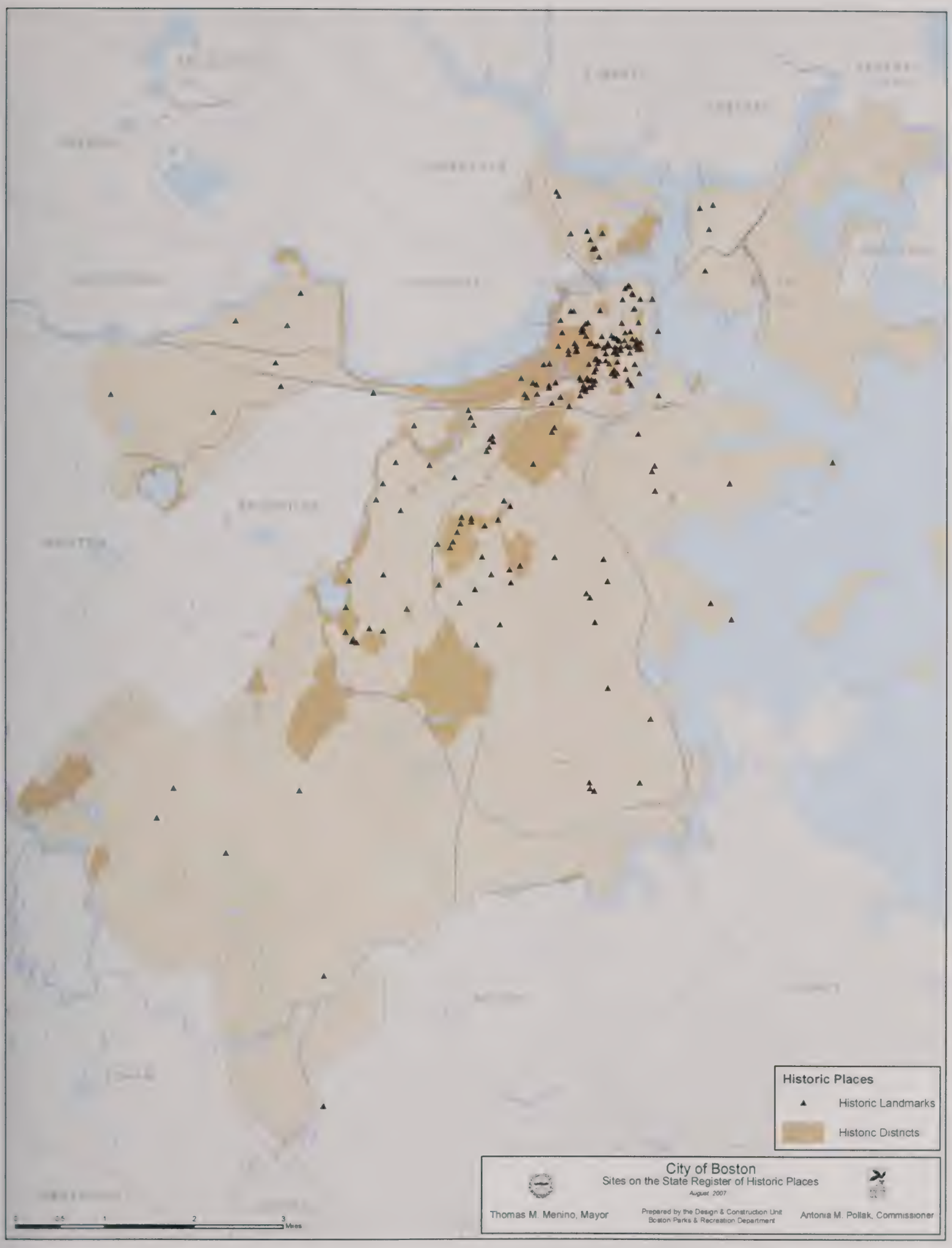
Boston has numerous properties designated as historically significant as well as entire districts so designated. Much of the Emerald Necklace is so designated as well as several other parks. The protection of such cultural and historical resources has become city policy and a facet of our character and our strategy for redevelopment of neighborhoods, commercial areas, and parklands. A map has been included in this plan that shows the extensive designation of districts and sites throughout the city. These designations offer some degree of protection with a review process if federal or state monies, approvals, or licenses are required. Preservation of these areas not only protects the cultural heritage of Boston, but also maintains the visual character of the city.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN (ACECs)

The Massachusetts Department of Conservation and Recreation (DCR) administers the Area of Environmental Concern (ACEC) program in order to identify, inventory, and ensure careful stewardship of the Commonwealth's outstanding natural resource areas. The City of Boston contains portions of three ACECs – Rumney Marshes, Neponset Estuary, and Fowl Meadow/Ponkapoag Bog.

The Rumney Marshes

According to DCR's Office of Natural Resources, the U.S. Fish and Wildlife Service has characterized the Rumney Marsh ACEC as one of the most biologically significant estuaries in the state. The area includes approximately 1,000 acres of highly productive salt marsh, tidal flats, and shallow channels. The Belle Isle Marsh in East Boston is wholly included in the Rumney Marsh ACEC and is comprised of 275 acres of salt marsh, salt meadow, and tidal flats, providing critical wildlife habitat, flood storage, and water quality improvement functions. All of the Belle Isle Marsh is publicly owned by the DCR, except for small parcels owned by the


Historic Places
Historic Landmarks
Historic Districts
City of Boston
Sites on the State Register of Historic Places
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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Miles

Rumney Marshes
WATERTOWN
NEWTON
Neponset River Estuary
Fowl Meadow And Ponkapoag Bog
WESTWOOD
Areas of Critical Environmental Concern
Open Space
City of Boston
Areas of Critical Environmental Concern
August, 2007
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Town of Winthrop and the City of Boston-owned Belle Isle Coastal Preserve, formerly known as Belle Isle Fish Company Urban Wild.

The Neponset Estuary
The Neponset Estuary ACEC extends from the mouth of the Neponset River to the Lower Mills Dam, which separates the tidal and freshwater sections of the river. About 435 acres of the 1,260-acre ACEC are located in Boston with the remainder located in Milton and Quincy. The Neponset Estuary provides valuable habitat for anadramous fish species, including smelt and blueback herring. Most of the open space along the Boston side of the estuary is owned by the DCR, providing a variety of public open space and recreational opportunities. The DCR's Lower Neponset River Reservation Master Plan provides a vision for the long-term development of these properties.

The Fowl Meadow/Ponkapoag Bog
The Fowl Meadow/Ponkapoag Bog ACEC is also located along the Neponset River, from the Readville section of Hyde Park and through the towns of Canton, Dedham, Milton, Norwood, Randolph, Sharon, and Westwood. Large areas of the 8,350-acre ACEC are part of the DCR's Blue Hills Reservation. This ACEC protects habitat for at least 13 rare species, several aquifers and public water supplies, floodplains, and wetlands associated with the Neponset and its tributaries. In Boston, Sprague Pond and the privately-held Sprague Pond Lakeside Access Area are located within the ACEC.

Section 4.7: Environmental Challenges

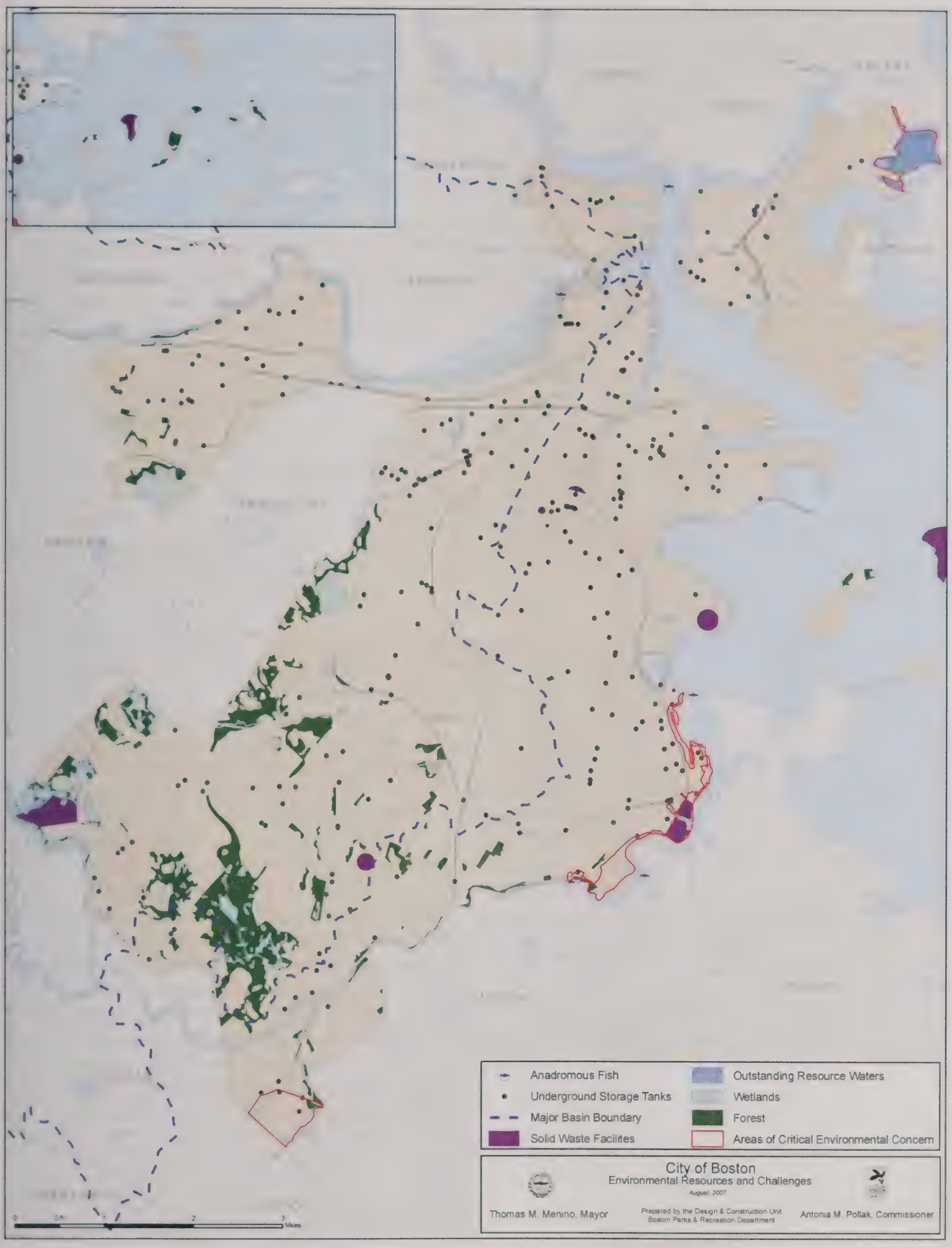
INTRODUCTION

Boston's intense land use can pose threats to several different components of the environment. Most reflective of an environment's health is its water quality. Threats to water quality include hazardous waste sites, landfills, and sewer discharges. While these factors threaten water quality, water itself poses a threat to the landscape. Flooding, erosion, and sedimentation threaten both the constructed and natural landscapes of Boston. Recognizing and planning for these different threats is essential for the protection of both Boston's and the region's environment.

HAZARDOUS WASTE SITES

As of September, 2007, there were 169 hazardous waste sites in the city of Boston. This figure represents a snapshot of conditions at a particular time. This is due to the nature of identifying hazardous waste sites. It is important to understand what a hazardous waste site is and the threats it may impose to the environment.

A hazardous waste site is an area in which a hazardous substance has been released into the ground. The most common hazardous waste released is petroleum-based. Therefore, the most common hazardous waste site is one that has a land use associated with motor vehicles. This may be a gas station, service garage, or junkyard. Leaking underground tanks are responsible for a substantial amount of contaminated sites. These tanks commonly hold fuel oil for homes and businesses, or gasoline for service stations. Other typical locations of hazardous waste include dry cleaners, which use harsh chemicals, and industrial land uses which use various chemicals in manufacturing or processing. Once released into the ground, pollutants may migrate towards ground and surface water resources. If the contaminated soil is exposed to the air (not covered by concrete or asphalt) the pollutant may vaporize causing unusual odors and harmful vapors. Physical contact with contaminated soil may cause skin irritation. Because of these threats to human health and the environment, remediation or cleansing of contaminated soils is necessary.


Anadromous Fish
Underground Storage Tanks
Major Basin Boundary
Solid Waste Facilites
Outstanding Resource Waters
Wetlands
Forest
Areas of Critical Environmental Concern
City of Boston
Environmental Resources and Challenges
August, 2007
Thomas M. Menino, Mayor
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Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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Environmental Inventory & Analysis

The Commonwealth's Department of Environmental Protection (MADEP) is responsible for enforcing laws that require remediation of contaminated sites (primarily MGL Chapter 21E, aka the Massachusetts Contingency Plan, or MCP). The 169 sites in Boston are those that are either considered to be of highest priority for clean up, and therefore require MADEP permitting, or where classification is unconfirmed or not yet determined, so that uncertainty exists as to the risk involved. This situation indicates that the level of contamination has not yet been determined for many of these sites. Therefore, many of these sites may not be seriously contaminated, making remediation a financially feasible possibility for the restoring and reusing of many sites across the city.

LANDFILLS

Boston has several areas that have operated as landfills, dumps, or waste transfer stations. Boston does not currently have an active landfill. Former landfills include the Spectacle Island and Gardner Street landfills. Both landfills have undergone a capping and reuse process that has resulted in both the safe containment of waste and the production of open space.

The Gardner Street landfill was Boston's most recently active landfill. The landfill's 75-acre site is located on the banks of the Charles River in West Roxbury. The landfill's operation began in the 1930s, at which point it received residential and commercial wastes, as well as incinerator ash. The landfill operated as an open dump with continuously burning fires until 1954 when it began operation as a sanitary landfill. The landfill was closed in 1980 but not capped. In an uncapped state, the landfill had contaminated surface runoff and groundwater flow, posing a threat to the water quality of the nearby Charles River and its associated wetlands and groundwater resources. In 1997, capping began with excess material from the Central Artery Project. The capping process involved relocating waste from perimeter locations in an attempt to contain the waste. Capping was accomplished by covering waste with a geotextile (plastic) layer and a layer of clay. With the completion of the capping project, the construction of a major 105-acre park – Millennium Park – began. Dedicated in 2000, this new park under Parks Department jurisdiction features several athletic fields, passive recreation areas, a canoe/kayak launch on the Charles River, six miles of paths, and nature study areas.

The Spectacle Island landfill, active until the 1950s, was located on Spectacle Island in the Boston Harbor. In an uncapped state, the dump presented a threat to water quality in the Boston Harbor due to its close proximity to the water. Capping of this landfill was completed with material from the Central Artery Project. This capping prevents contaminated runoff and infiltration from rainfall. Upon completion of the landfill, 105 acres of primarily passive parkland, a major attraction within the Boston Harbor Islands National Recreation Area, was then created. With the completion of the visitor's center, the park was opened to the public. The Parks Department and the state Department of Conservation and Recreation jointly manage this new park.

Another pair of capped landfills that now contribute to Boston's usable open space are the Hallet Street and Neponset Avenue Landfills. Owned by the DCR, the landfills, totaling 57 acres together with the abutting Neponset Drive-In site, had been a largely vacant site located east of the Southeast Expressway along the Neponset River. It is included in the Lower Neponset River Reservation, which was the subject of a Master Plan prepared in the mid-1990s. With the support of state legislative action, the Department of Conservation and Recreation closed and capped the landfill, and developed a park over it, called Pope John Paul II Park. This park opened in 2000 with active and passive features as well as improvements for better access to the water for Bostonians and other visitors.

The other closed landfills in Boston are at Columbia Point in Dorchester along Dorchester Bay where UMass Boston and housing uses are found, and the Barry Quarry in Hyde Park, which is also known as the Oak Lawn Driving Range.

EROSION/SEDIMENTATION

Pavement or structures cover a large percentage of Boston's surface area. This, in combination with an extensive stormwater drain system, minimizes most land erosion, yet also contributes to localized erosion problems both by increasing surface run-off volume and speed, and by concentrating flows at specific discharge points. Channelized streams and ocean walls, with varying results, have historically controlled erosion along the city's waterways. Erosion also occurs in areas that are undeveloped and not served by storm drains. In association with chronic erosion and uncontrolled run-off in Boston's open spaces, deposition of sediments has posed a threat to areas such as the Back Bay Fens

and Muddy River system. The Muddy River is an area of intensive sedimentation within Boston (and Brookline). Large deposits of sediments are concentrated along the Riverway and Back Bay Fens sections of the Muddy River. The Muddy receives a large volume of inorganic sediment from storm runoff caused by the intense urbanization within the river's drainage basin. Urbanization is associated with impervious surfaces that speed the delivery of water to the river channel and result in larger and quicker peak flows. These increased peak flows transport large sediment loads that are dumped upon reaching low energy environments (i.e., slower moving waters contained in broader, shallower channels) such as the Muddy River.

Construction of the Charles River Dam in 1910 prevented tidal flow into the Muddy therefore decreasing salinity and preventing flushing of river sediment. This river sediment has remained along the Muddy's banks, creating point bars that contribute to the proliferation of the non-native, invasive Phragmites australis aka giant reed. Phragmites is a very tall freshwater grass species, with robust, hollow stems and dense, tasselling flower heads. These plants can be seen flourishing – up to 20 feet tall – along the banks of the Muddy. Phragmites contributes to sedimentation of the river by trapping sediment, which then encourages further Phragmites growth. While the Phragmites trap sediment, pollutants chemically bound to the sediment seriously degrade water quality in the river. Pollutants found in sediment include trace metals, inorganic nutrients, and organic compounds.

FLOODING

Boston is served by an extensive stormwater drainage system of dams, berms, and seawalls that are designed to prevent flooding. Recent major storms in 1996 and 1998, however, caused substantial flooding in the Fenway/Kenmore and Roslindale neighborhoods.

Flooding in Fenway/Kenmore is a result of flooding in the Muddy River system. High water levels of the Muddy River occur as a result of intense surface runoff, high water levels in the Charles River, and the nearly level gradient of the Muddy River in the Fenway area. These high water levels impede discharge from the Stony Brook Conduit, thus causing it to surcharge. The conduit carries stormwater, brookflows, and combined sewage from West Roxbury, Hyde Park, Roslindale, Jamaica Plain, and Roxbury. It has overflowed at two manholes on Parker Street in the Fenway

100 Year Floodplain
Open Space
City of Boston
Flood Zones
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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neighborhood, the lowest area of elevation along the conduit. Recent flooding was concentrated in the Northeastern University and Kilmarnock Street areas of the Fenway neighborhood.

Recent flooding has also occurred in the Archdale Road area of Roslindale. In this area of Boston, storm drains and sanitary sewers are separate systems. Therefore, sewer lines are directed to treatment facilities while storm drains discharge directly to waterways. During this period of heavy rainfall, however, surface runoff and groundwater infiltrated the sanitary sewer system. The amount of water flowing into the sanitary sewers exceeded capacity and resulted in surcharging of the sanitary sewer system. This overflow of combined stormwater and sewage then discharged into basements and though manholes and onto streets. Flooding in the Archdale Road area was encouraged by low depth of cover over the sewers in low-lying areas and high groundwater levels.
To prevent recurrence of this flooding, the Massachusetts Water Resources Authority (MWRA), and the Boston Water and Sewer Commission (BWSC) have developed, and are implementing, a plan of corrective action. This plan includes the removal of stormwater from sanitary sewer systems, the construction of a relief point that would drain high stormwater levels directly into rivers and streams that have capacity, and the optimization of drainage system capacity, which includes improving cleaning and maintenance of drainage systems.

SEWAGE DISCHARGE

Approximately 380 million gallons of effluent (treated sewage) are released into Massachusetts Bay each day. Sewage from Boston and outlying communities is treated by the MWRA at the Deer Island Sewage Treatment Plant. The volume discharged is roughly equivalent to the combined flow of the Charles, Mystic, and Neponset Rivers. The Deer Island treatment facility now also treats sewage that is pumped under the Harbor from the former Nut Island treatment plant in Quincy. The Deer Island treatment plant is the second largest in the nation. It uses two phases of treatment, primary and secondary. Primary treatment separates the sewage by allowing sludge (primarily human waste) to settle from the water. Secondary treatment uses microorganisms to consume the remaining human waste and toxic chemicals. The effluent is then disinfected with chlorine and is 90% free of human waste and 70% free of toxic chemicals. It is released from the facility via a 9.5-mile 24-foot diameter deep rock tunnel. At its end, the tunnel diffuses the effluent into Massachusetts Bay where ocean currents mix and

further dilute the effluent. This largely minimizes the impact of treated wastewater on Boston Harbor.

The most prominent point source pollution in Boston is discharge from combined sewer overflow systems (CSOs). Combined sewer overflow systems collect both sewage and surface water runoff from rainfall and snowmelt. During wet weather conditions, surface runoff causes sewer lines to overload. To prevent this overload from backing up into streets or basements, designated overflow discharge points are located along Boston Harbor and the Charles and Muddy Rivers. Due to the various sources of CSO discharges, many pollutants may be present. These pollutants include fecal coliform bacteria, suspended solids, nutrients, metals, and floatable material. Discharges containing such pollutants create potential health impacts near areas such as swimming beaches and shellfish beds.

Substantial efforts have been made by the MWRA to reduce CSO discharge. Among these efforts is the expansion of the Deer Island Treatment Plant, which treats 89% of total overflow during an average rainfall year. An additional 6% of that overflow is treated by CSO treatment facilities that provide screening and disinfection of overflows. This accounts for treatment of 95% of discharges. Upon completion of further CSO improvements in the near future, the MWRA expects to treat 99.6% of overflows from combined sewer systems.

WATER QUALITY

Water quality data is available for Boston's larger water systems. These water systems include Boston Harbor, the Neponset River, the Charles River, and the Muddy River. Water quality data primarily used for this plan was obtained from a 1997/98 Charles River Watershed Water Quality Assessment Report and the 1999 Boston Harbor Watershed Water Quality Assessment Report produced by the MADEP. Where noted, more recent information was provided.

Chelsea River

Locally known as Chelsea Creek, this river flows through a highly urbanized watershed dominated by industrial and commercial uses. Flowing from the mouth of Mill Creek between Chelsea and Revere past the northern edge of East Boston to the confluence with the Boston Inner Harbor, it has been officially classified as a Designated Port Area, where water-dependent industrial and

commercial uses are favored. Most of the petroleum for this region, and therefore the oil tanker traffic, travels through this river. It was the subject of a recent US Army Corps of Engineers dredging project to increase the shipping channel depth to 38 feet. Besides use by private enterprises, the City of Boston and Massport store road salt piles on its banks, and CSO discharges to the river are allowed under the approved MWRA CSO Facilities Plan.

Given such uses, it is no surprise that the EPA in 2001 stated that the creek "is one of the most polluted tributaries of the Boston Harbor. Sediments are contaminated by years of polluted runoff from the adjoining industrial areas, from shipping and from sewer outfalls." While the MADEP officially classifies the Chelsea River as Class SB_{CSO}, where fish, wildlife, and primary and secondary contact recreation are favored, and have good aesthetic value, their 1999 Boston Harbor Watershed Water Quality Assessment Report stated "non-support" for these uses due to oil and grease, toxicity, foul taste and odor, poor color, trash and debris, turbidity, various metals, priority organics such as unionized ammonia, and low dissolved oxygen (DO). It is on the MADEP 2004 303(d) list of impaired waters, due to priority organics, unionized ammonia, organic enrichment/low DO, pathogens, oil and grease, taste, odor and color, turbidity, and objectionable deposits.

The first direct public access to the Chelsea River from East Boston was developed recently when the City, through the Parks and Recreation Department and the Urban Wilds Initiative, constructed a combined hazardous waste remediation and urban open space reuse project at the Condor Street Beach urban wild. The public is now allowed to come to the water's edge to view the river and its industrial traffic and views. This creates more "eyes" on the resource, so that any activity adverse to the health of the river can be observed by the public. A portion of the site is now a restored coastal wetland.

Mystic River

Flowing past the northern edge of Charlestown to the confluence at the northern end of Boston Inner Harbor, much of the Mystic River banks in Charlestown are classified as a Designated Port Area. With mainly industrial and commercial uses on both sides of the river, a channel depth of 40 feet for industrial and commercial shipping, and CSO discharges allowed under the MWRA CSO Facilities Plan, the Mystic shares many of the characteristics of the Chelsea River, and has the same MADEP surface water quality classification, SB_{CSO}.

Just like the Chelsea River, the Mystic is on MADEP's 2004 303(d) list of impaired waters, for a variety of causes, such as metals, other inorganics, priority organics, unionized ammonia, organic enrichment/low DO, pathogens, oil & grease, taste, odor, and color. Their 1999 Boston Harbor Watershed Water Quality Assessment Report stated "non-support" for fish consumption, and shellfishing, due to priority organics. During summer months, due to organic enrichment and low DO, the river is on "Alert Status" as regards aquatic life. Due to elevated pathogen counts during wet weather, the Mystic is assessed as partial support for primary and secondary contact recreation.

The MWRA CSO Control Program has installed a CSO storage tunnel in Charlestown near Barry Playground that has helped reduce CSO discharges.

The only public access to the Mystic River in Charlestown is from Ryan Playground, where the Parks Department recently installed a shoreline boardwalk, and at the Schraffts Center, which has a boardwalk installed as a result of the state-mandated Chapter 91 and the BRA-mandated Harborwalk requirements.

Inner Harbor

The Boston Inner Harbor consists of the Chelsea Creek and Mystic River Confluence, the Upper Inner Harbor, Fort Point Channel, the Lower Inner Harbor, and the Reserved Channel. Land uses along the shores of the Inner Harbor included not only industrial and commercial, but also residential and recreational. Thanks to the clean-up associated with the start of secondary treatment at Deer Island and the disposal of effluent via a 9.5 mile outfall tunnel into Massachusetts Bay, clarity has improved and certain microorganisms now survive to cause faster deterioration of wooden pier pilings. The MADEP has classified the Inner Harbor as SB_{cso} waters.

While the SB_{cso} classification allows for fishing, due to public health concerns MADEP's 1999 Boston Harbor Watershed Water Quality Assessment Report does not support fish or shellfish consumption for fish or shellfish caught in the Inner Harbor. While aquatic life, aesthetics, and primary and secondary contact recreation are supported, all of these uses are subject to "Alert Status" due to the urbanized nature of the area, trash and debris, and the multiple active CSO discharges, storm water discharges, and remaining illicit sewer connections. It is considered an impaired water, per the 2004 303(d) list, due to priority organics and pathogens.

Pleasure Bay
Part of the Olmsted-designed waterfront recreation area on the South Boston shoreline, Pleasure Bay is mostly enclosed, with flow restricted to two channels between Castle and Head Islands. A beach stretches for two-thirds of its shoreline, with the other third of its shoreline a pedestrian causeway linking Castle and Head Islands. Its use is primarily recreational, but the watershed generates urban storm runoff and storm sewer discharges. It is classified SB Shellfishing (Restricted).

Fish consumption is not supported, per the 1999 MADEP report. Because of high pathogen counts at times during the summer, partial support is given for primary recreation, while secondary contact recreation is supported. It is considered an impaired water, per the 2004 303(d) list, due to priority organics and pathogens. In the 2006 season, the beach here was posted against swimming for a total of five days.

Dorchester Bay
Stretching down from Head Island along the South Boston beaches to Columbia Point, then southward past Savin Hill to the mouth of the Neponset River and out to Thompson Island, Dorchester Bay's watershed has a mix of industrial, commercial, residential, and recreational uses. Thanks to the MWRA CSO Control Program, which included a large scale sewer separation project in Dorchester managed by the BWSC, CSO discharges to Dorchester Bay are being reduced, with water quality improving. The surface water quality classification for Dorchester Bay is SB Shellfishing (Restricted), but is listed on the 2004 303(d) list of impaired waters for pathogens, priority organics, suspended solids, and turbidity. The 1999 MADEP report gave its non-support to fish consumption due to priority organics, and partial support to primary and secondary contact recreation due to pathogens from CSO discharges. The reduction in CSO discharges will thus improve Dorchester Bay's water quality significantly over time, enabling further public confidence in swimming and fishing there. In the 2006 season, Tenean Beach was posted against swimming for a total of 19 days, Savin Hill Beach for a total of five days, Malibu Beach for a total of five days, Carson Beach for a total of 14 days, M Street Beach for a total of eight days, and City Point Beach for a total of 12 days.

Outer Harbor
Water quality for Boston Outer Harbor and the Harbor Islands within Boston city limits typically meets water quality standards for bacterial contamination. The 1999 MADEP report supports aquatic life and primary and secondary contact recreation in this surface water body. Fish consumption is not supported, nor is shellfishing for most of this area. The 2004 303(d) list includes the Outer Harbor (here called "Boston Harbor") as an impaired water due to priority organics and pathogens.

Still, thanks to regulatory action and the needs of the Central Artery/Tunnel project for a disposal site for tunnel-displaced soils, the old landfill at Spectacle Island was capped, providing an opportunity for the construction of a passive recreation area on the island's surface. With pathways, a dock, and beaches, this recently opened park provides spectacular water views of the harbor and surrounding lands.

One piece of evidence for the cleanliness of the Outer Harbor waters is the fact that for the Spectacle Island beaches, only two days in 2006 were posted against swimming, and for Lovell's Island beaches, there were no days in 2006 posted against swimming.

Winthrop Bay/Orient Heights Bay
This bay, lying between East Boston and Winthrop, receives a considerable amount of stormwater discharge from Logan Airport. The BWSC completed a sewer separation project in this area in the late 1990s, thus eliminating CSO discharges. The 1999 MADEP report indicates partial support for primary and secondary contact recreation due to pathogens. Excessive pathogen levels have caused the bay to remain on the 2004 303(d) list of impaired waters. In the 2006 season, Constitution Beach was posted against swimming for a total of 16 days.

Neponset River
Per the 1999 Boston Harbor Water Quality Assessment Report, MADEP has reviewed this river in four segments that appear in whole or in part within Boston city limits, three segments representing portions of the Neponset mainstem, and one segment representing the Mother Brook, a tributary to the Neponset.

The most upstream Neponset mainstem segment is eight miles long, from the confluence with the East Branch in Canton to the confluence with Mother Brook in Hyde Park. Approximately the two most downstream miles are within Boston city limits, north of the

point where the boundaries of Dedham, Canton, Milton, and Boston meet.

Portions of this segment, including some portion of the segment within Boston, are within the Fowl Meadow/Ponkapoag Bog ACEC. Many portions of the banks in this segment are owned by the DCR as part of the Neponset River Reservation, with some of these parklands developed for land-based and water-based recreation.

This segment is classified as Class B Warm Water Fishery surface water quality. The 1999 MADEP report assesses conditions in this segment to be in partial support of primary and secondary contact recreation, while fish consumption is in non-support due to elevated PCB levels in certain fish. The 2004 MADEP 303(d) list of impaired waters includes this segment due to metals, priority organics, organic enrichment/low DO, oil and grease, pathogens, turbidity, and objectionable deposits.

Mother Brook is the first canal dug in the United States. Its original purpose was to increase flow to the Neponset to help drive the mills along its length, but its current purpose is to provide flood water diversion from the Charles River watershed. Its length, from its headwaters at the diversion of the Charles River in Dedham to the confluence with the Neponset in the Hyde Park neighborhood of Boston, is 3.6 miles. A mix of land uses, from parkland to residential to commercial to industrial, are found along its banks. The DCR owns a considerable amount of the shore along its banks, but the main public access to this river segment is in Hyde Park at its Mill Pond impoundment.

This segment is classified as Class B surface water quality. The 1999 MADEP report assesses conditions in this segment to be in partial support of primary contact recreation and aquatic life, while secondary contact recreation is in full support. The 2004 MADEP 303(d) list of impaired waters includes this segment due to nutrients, organic enrichment/low DO, flow alteration, pathogens, taste, odor, and color.

The Neponset mainstem segment just downstream starts at the confluence with Mother Brook and ends at the Milton Lower Falls Dam. For most of this length, the southern banks are within Milton town limits, while the northern banks are within Boston city limits. The land uses nearby are residential, with some industrial and commercial, but generally urbanized. While much of the banks are in DCR hands and are wooded, they are often narrow and steep.

Some limited public access to the river through these lands has been developed in recent years.

This segment is classified as Class B Warm Water Fishery surface water quality. The 1999 MADEP report assesses conditions in this segment to be in non-support of primary and secondary contact recreation due to pathogens, while fish consumption is in non-support due to elevated PCB levels in certain fish. This report puts aquatic life in the segment on "Alert Status" due to historically contaminated sediments. The 2004 MADEP 303(d) list of impaired waters includes this segment due to metals, priority organics, organic enrichment/low DO, oil and grease, pathogens, and objectionable deposits.

The most downstream segment of the Neponset mainstem is estuarine, flowing from the Milton Lower Falls Dam to the mouth of the river at the confluence with Dorchester Bay. Portions of the southern and eastern banks are within Milton town and Quincy city limits; the northern and western banks are within Boston city limits. A variety of land uses, including estuarine wetlands and former landfills, can be found on its shores. The landfills have been capped and made into a state park, Pope John Paul II Park, and most of the wetlands are under DCR management. A path for walking, bicycling, and other linear-oriented recreation has been established near the banks on lands primarily controlled by DCR. This segment is classified as Class SB, Shell Fishing (Restricted) surface water quality. The 1999 MADEP report assesses conditions in this segment to be in non-support of primary and secondary contact recreation due to pathogens, while fish consumption is in non-support due to public health concerns. The 2004 MADEP 303(d) list of impaired waters includes this segment due to priority organics, organic enrichment/low DO, pathogens, turbidity, and objectionable deposits.

Remnants of the large shad, river herring, and rainbow smelt fisheries still return to the Neponset River. The US Army Corps of Engineers and the Massachusetts Riverways Program are now engaged in a feasibility study to evaluate alternatives for fish passage at the Walter Baker (Milton Lower Falls) and Tilestone and Hollingsworth dams along the river, as well as to examine opportunities for channel improvements and habitat restoration.

The BWSC sewer separation project in Dorchester has led to the elimination of CSO discharges to this segment of the Neponset, helping to improve conditions during and following wet weather events.

Charles River

While most Bostonians and folks from eastern Massachusetts know the Charles as the water body flanking much of the northern edge of Boston's city limits, it also flanks a portion of the southwestern edge of the city in West Roxbury. While much of the banks along this stretch are protected parklands and wetlands, some proximate land uses to these banks are industrial, commercial, and residential in nature. The 1997/98 Charles River Watershed Water Quality Assessment Report produced by the Massachusetts Department of Environmental Protection (MADEP) includes this portion in the 23-mile segment of the Charles from Chestnut Street in Needham to the Watertown Dam in Watertown.

A major effort to improve water quality in this section of the Charles was the capping of the Gardner Street Landfill in West Roxbury. Supported by City of Boston capital improvement funds and the State Revolving Fund (SRF), this $14 million capping project was assisted in part by the use of soils displaced by the Central Artery/Tunnel Project. The capping thus prevents water from infiltrating the underlying landfill, thus preventing contaminated discharges and runoff reaching the river itself or its nearby tributary, Sawmill Brook. A multi-use park, Millennium Park, has been built on its surface, and serves to provide a use to protect the surface of the cap. The park includes the state's first canoe launch designed for handicapped accessibility, funded in part by the state Public Access Board. This park has thus provided a means for the public to access this stretch of the river for secondary contact recreation. Such recreational use of surface waters promotes watershed awareness, a necessary component to help change the public's behavior toward best management practices at the individual level. Such individual practices include cleaning up pet waste, discouraging feeding of waterfowl, and proper disposal of waste motor oil and household hazardous wastes.

This segment is classified as Class B, Warm Water Fishery surface water quality. The 1997/98 MADEP Report indicates partial support for aquatic life and secondary contact recreation, and non-support for fish consumption and primary contact recreation for this segment. The 2004 MADEP 303(d) list of impaired waters includes this segment due to priority organics, nutrients, organic enrichment/low DO, pathogens, noxious aquatic plants, turbidity, and exotic species.

The Sawmill Brook is a 2.7 mile tributary to the Charles River that begins in southernmost Brookline, then travels through residential areas of southernmost Newton, through cemeteries, wetlands, and

parklands in Boston before its confluence with the Charles at Millennium Park. The 1997/98 MADEP Report indicates non-support for aquatic life and primary and secondary contact recreation for this segment. The 2004 MADEP 303(d) list of impaired waters includes this segment due to other organics, organic enrichment/low DO, pathogens, noxious aquatic plants, and other habitat alterations.

Again, thanks to the capping of the Gardner Street Landfill and the development of the surface for Millennium Park, the water quality will improve in the lower reaches of Sawmill Brook over time.

The most downstream segment of the Charles River mainstem runs from the Watertown Dam in Watertown 8.6 miles to the Science Museum Dam in Boston. Due to the Science Museum Dam and the Charles River Dam downstream, this segment of the Charles is lake-like in nature. Its highly urbanized watershed contrasts to the DCR parklands along much of its banks in this segment. Historically, CSO discharges, urban stormwater runoff, and the contributions from tributaries such as the Muddy River and the Millers River have degraded water quality in this section. The 1997/98 MADEP Report indicates non-support for aquatic life, fish consumption, and primary and secondary contact recreation for this segment. The 2004 MADEP 303(d) list of impaired waters includes this segment due to priority organics, metals, unknown toxicity, nutrients, organic enrichment/low DO, pathogens, oil and grease, taste, odor, and color, turbidity, noxious aquatic plants, and unknown causes.

The EPA has been working with the MWRA, the BWSC, and the Charles River Watershed Association (CRWA), and many other partners on its Clean Charles Initiative. Through negotiations, settlements, and joint projects, these partners have been able to achieve significant improvements to the number of days this segment of the Charles River can be used for primary and secondary contact recreation. One of the chief efforts is the MWRA CSO control program in this area, which will achieve 99.5% reduction in CSO discharges to this segment from 1995 levels. Other efforts include the elimination of illegal cross-connections that contaminate municipal storm sewers that drain to the Charles or its tributaries, and negotiations and settlements with individual producers of discharges to the Charles. Public education to keep fertilizers, automotive care products, household hazardous wastes, excessive runoff, and – particularly for bacterial contamination reduction – pet and wildlife waste from entering the Charles has

started to become an important strategy toward improving the Charles' water and recreation quality.

Gains have already been seen, as the EPA declared the Charles water quality in 2006 to be "B+" in terms of reductions in pathogens that affect primary and secondary contact recreation. The EPA noted that based on CRWA data, this Charles segment met the boating pathogen water quality standard 90% of the time, and the swimming pathogen water quality standard 62% of the time. 2006 was the third consecutive year of the Charles earning a "B+" grade.

Muddy River

The Muddy River is a tributary to the Charles that forms the "backbone" for three of the Olmsted-designed Emerald Necklace parks, Olmsted Park, the Riverway, and the Back Bay Fens. While almost all of its banks are parkland, the river drains a highly urbanized watershed. Transportation corridors, such as State Route 9, the Massachusetts Turnpike, and commuter rail tracks cross the river.

The 1997/98 MADEP Report indicates non-support for aquatic life, fish consumption, and primary and secondary contact recreation for this segment. The 2004 MADEP 303(d) list of impaired waters includes this segment due to priority organics, metals, nutrients, siltation, other habitat alterations, organic enrichment/low DO, pathogens, oil and grease, taste, odor, and color.

The Muddy River's flow is lake-like, as it has been affected for much of its length by the Charles River Dam impoundment. With historical CSO discharges, and ongoing urban stormwater discharges to the river, it has been highly impacted by sedimentation. This has consequently reduced the flood flow capacity of the river. To alleviate this problem, a dredging and ecological restoration project for this river, managed by the US Army Corps of Engineers, will soon begin construction.

Open Space Plan 2008-2014

Section 5 Inventory of Lands of Conservation & Recreation Interest (Open Space Inventory)

SECTION 5: INVENTORY OF LANDS OF CONSERVATION AND RECREATION INTEREST (OPEN SPACE INVENTORY)

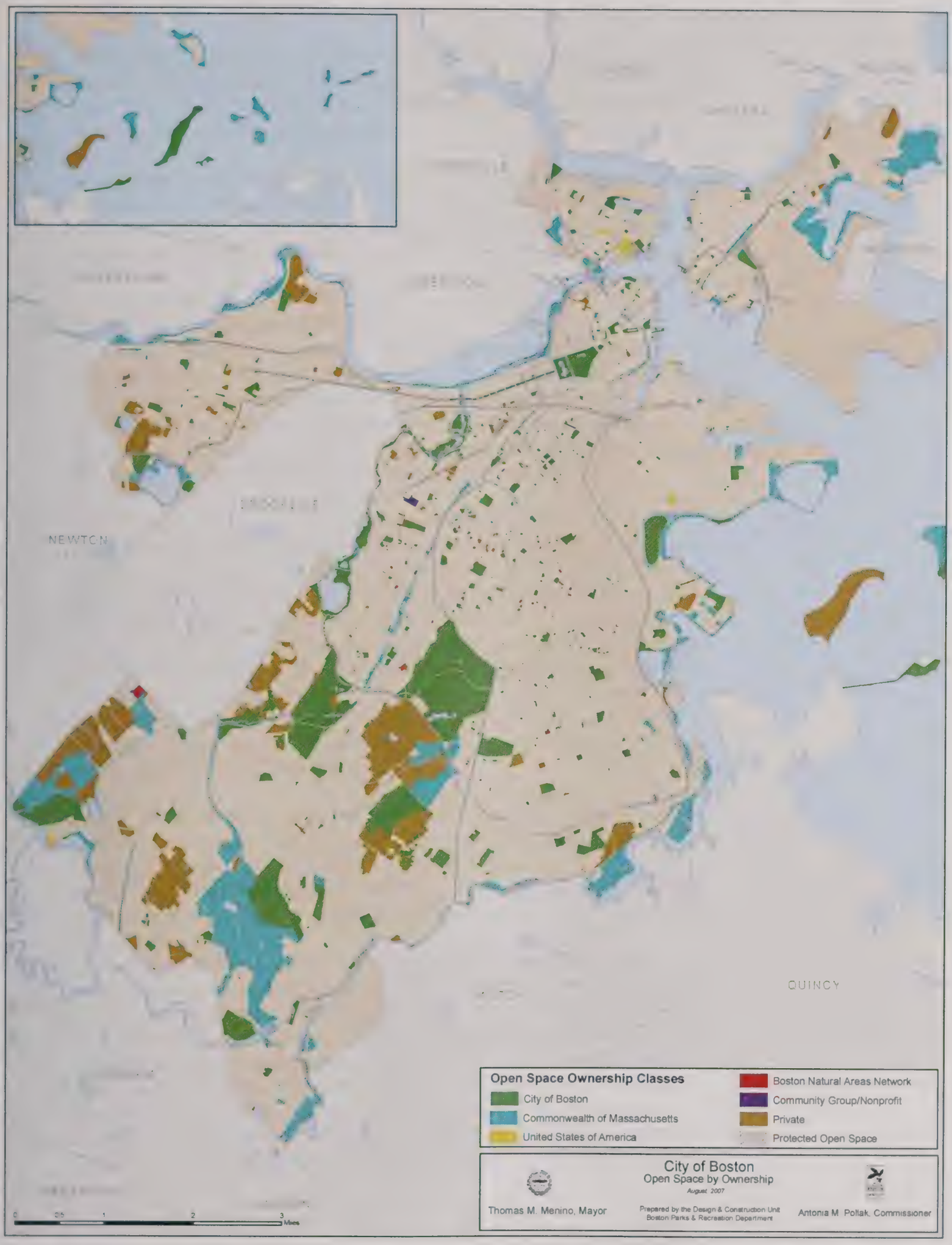
OPEN SPACE PROTECTION

Boston's open spaces are a system that includes parks, urban wilds, community gardens, and cemeteries. This system provides more than 7,000 acres of public and private open space (see Open Space map). These open spaces provide both active and passive recreation, scenic enjoyment, and a sense of well-being and community pride. They provide relief from the densely confined aspects of the urban environment. However, the vital role of open space in urban areas is not to be taken for granted. Development pressures threaten many open spaces at some point. Consequently, to insure that cherished open spaces remain for their use and the use of future generations, people will need to consider issues such as the *ownership* of open space parcels and the degree of *protection* from adverse uses.

Ownership

Ownership is just one aspect of the system of open space protection, but certainly a key one, as certain owners have a major institutional mission to protect and maintain open space. The largest holder of property in Boston is the Parks and Recreation Department (BPRD). The Parks Department has jurisdiction and management of a majority of Boston's parks, playgrounds, squares, malls, and cemeteries. The Parks Department also holds a limited number of urban wilds and community gardens.

Other owners of open space land include city agencies, state agencies, non-profit organizations, individuals, private entities, and institutions. The Boston Conservation Commission (BCC) has jurisdiction over a number of urban wilds and natural areas, while the state Department of Conservation and Recreation (DCR) owns and maintains a variety of parks, parkways, playgrounds, beaches, natural areas, and urban wilds in Boston. Private owners of open space include conservation organizations such as the Boston Natural Areas Network (BNAN), the Massachusetts Audubon Society (MAS), and the South End/Lower Roxbury Open Space


NEWTON
QUINCY
Open Space Ownership Classes
City of Boston
Commonwealth of Massachusetts
United States of America
Boston Natural Areas Network
Community Group/Nonprofit
Private
Protected Open Space
City of Boston
Open Space by Ownership
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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Land Trust (SE/LROSLT). These non-profit organizations have sizable holdings of community gardens and urban wilds. Additional owners of open space include educational and religious institutions and private business organizations.

One of the tables in this section lists the protected open spaces by neighborhood for all of Boston. Also in this section are tables showing the inventories for private open spaces, publicly owned unprotected spaces, and land trusts.

Protection: A Matter of Degree

The term "protection" generally refers to the ease with which an open space property can be converted from an open space use to a non-open space use. Some properties have permanent ("in perpetuity") restrictions on development. Others have lesser degrees of protection, while several have no restriction other than the limits imposed by the owner's own intentions or means.

For the purposes of this Open Space Plan, properties in Boston deemed protected in the open space inventory include all publicly owned lands under the jurisdiction of the National Park Service, Department of Conservation and Recreation, Boston Parks and Recreation Department, and Boston Conservation Commission. It also includes such other properties held by government agencies that are restricted by deed or statute to "conservation" purposes.[1] The total number of acres of protected open space in Boston (2001) is 4,685; without the protected Harbor Islands -- that is, considering only mainland protected open spaces -- the figure drops to 4,404 (see tables below).

Article 97 is the major reason such public land held for conservation purposes is considered protected (see description below, under the heading, "Types of Protection"). This state constitutional amendment has required an onerous process for the conversion of such lands to non-conservation purposes.

Some of these lands are further protected by state and federal requirements as part of accepting grant assistance for the purchase of or development/redevelopment of these properties if they were the subject of a grant award. These grant programs are the federal Land and Water Conservation Fund (LWCF), the federal Urban Park and Recreation Recovery Program (UPARR), and the state Local Acquisitions for Natural Diversity (LAND) and Parkland Acquisitions and Renovations for Communities (PARC) Programs (formerly the Self-Help (SH) and Urban Self-Help (USH) Programs,

respectively). The requirement accepted as part of receiving the grant assistance is that land of equal or greater monetary value and equal or greater conservation (including recreation) utility must replace the land to be converted that was the subject of a grant award. This provides a more stringent degree of protection beyond Article 97 (in almost all cases, lands covered by this more stringent grant requirement are or will be subject to protection under Article 97).

The Massachusetts Preservation Projects Fund, administered by the Massachusetts Historical Commission, also contains requirements for grant-funded projects to maintain their historical integrity after completion of the project. For historic parks or open spaces associated with historic properties, this can also be a means of protection.

Private lands where the deed is permanently restricted by a conservation easement or restriction, an agricultural preservation restriction, an historic restriction, an open space restriction, or a wetlands restriction are also considered protected.

Types of Protection

Open space can be protected in a variety of ways and to different levels. Whether owned publicly or privately, limitations on the use of the "bundle" of ownership rights may either be self-imposed or externally imposed, permanent or temporary, revocable or irrevocable. The different methods of protecting open space in Boston include Article 97, zoning, historical designation, environmental regulations, conservation restrictions, conservation land trusts, and the "100-foot rule."

Article 97. An amendment to the Massachusetts Constitution, Article 97 passed in 1972. This provision prevents publicly-owned lands held for park, recreation, and conservation purposes from being used or disposed of for other purposes without a majority vote of the Parks or Conservation Commissions and the City Council, the approval of the Mayor, and a two-thirds vote of both houses of the State Legislature.

Open space zoning. Zoning that forbids developed, non-open space uses can provide an additional level of protection to lands protected by Article 97. The City of Boston Zoning Ordinances include zoning for open space districts. Open space zoning prohibits or limits to varying degrees the development of open space lands. The protection of open space zoning has limitations,

as zoning is subject to change, and variances and special permits may be granted thereby allowing development or alternative use of open space lands which may not be in accord with the goals of, or intentions for, the open space. Also many protected open spaces are not yet zoned as open space districts or sub-districts. (Please see the map titled Aggregated Zoning of Open Spaces.) It is important to note that many, if not most, of the city's privately-owned open spaces are not zoned for open space use, but rather for residential, industrial, institutional, or commercial use, and are therefore not protected by zoning. Private owners who desire to do so may have their property zoned for open space.

Historical designation status. Federal, state, and local laws provide for designation of certain parcels, structures, or districts as "historic" or "architectural." As such, these laws require review by designated deliberative bodies or agencies, such as the Boston Landmarks Commission and the Massachusetts Historical Commission. Such review is meant to assure that the proposed project will at a minimum limit damage to the historical, architectural, or cultural artifacts or values of the subject property or properties.

Many of Boston's parks have historical designation status – either on the National Register of Historic Places, as outright designated Landmarks, or as parcels within an historic or architectural district. Several of these that have received historical designation are part of the Emerald Necklace park system. Given the number and significance of these and other parks of historical designation, the Parks and Recreation Department has assigned staff specifically charged with restoration and protection of these parks. This staffing commitment further ensures the protection of these open spaces that help define Boston's character and quality of life.

Environmental regulations. The environmental laws at the federal, state, and local level provide an array of protection for various types of environmental resources, including open spaces. The National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA) provide procedures for public review of projects or policies of a magnitude that may possibly result in significant adverse effects on the environment. The MEPA procedure specifically calls for review of projects that may convert lands protected by Article 97, i.e., that may change the use or purpose of a property from an open space or conservation purpose protected by Article 97. Certain regions or sub-regions may be generally acknowledged as possessing sensitive and valued resources that require additional review. The MEPA process allows

WATERTOWN
MILTON
CANTON
Open Space by Zoning District
Commercial/Office/Business District
Conservation Protection Subdistrict
Industrial District
Institutional District
Open Space District
Residential District
Special District
No Zoning Classification Available
Protected Open Space
0 0.5 1 2 3 Miles
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for the designation of such regions or sub-regions as Areas of Critical Environmental Concern (ACEC). Projects or policies proposed for such areas are required to undergo the initial MEPA review regardless of the proposed extent of the project or policy.

Other environmental laws of interest for open space advocates include the Wetlands Protection Act, the Rivers Protection Act, the Public Waterfront Act (MGL Chapter 91), and the Natural Heritage Program. The Wetlands Protection Act (WPA) seeks to protect the lands continually or intermittently inundated by water. These are deemed to inherently possess values to be protected, such as flood storage and wildlife habitat. Many open spaces in Boston are wetlands or border on wetlands. The Boston Conservation Commission (BCC) carries out this state-mandated review process within the city limits, with an eye to protecting these resources and assuring their preservation through controlled public access and regular inspections for enforcement.

The Rivers Protection Act is an amendment to the Wetland Protection Act, designating a special resource protection area known as the Riverfront Protection Zone. In accordance with this law, the Riverfront Protection Zone in Boston is 25 feet wide. By limiting development activities within this zone, it may be possible to create and protect open space corridors along rivers.

The state Department of Environmental Protection (DEP) administers the Public Waterfront Act, more commonly known by its Chapter number in the Massachusetts General Laws, Chapter 91. Chapter 91 charges DEP to preserve the tidelands for water-dependent uses or uses that otherwise serve a proper public purpose. It also allows municipalities to develop a municipal harbor plan for the implementation of the Chapter 91 regulations for tidelands within their jurisdiction. Chapter 91 and associated municipal harbor plans mandate provision of open space amenities along the water's edge. In Boston, the Municipal Harbor Plan mandates a continuous 47-mile Harborwalk for public access to the waterfront from Dorchester to Central Boston, and along Charlestown's and East Boston's waterfronts. This law provides a strong basis for open space planning along the waterfront, and for linking such waterfront open spaces to inland communities.

The state Division of Fisheries and Wildlife administers the Natural Heritage Program. One aspect of this program is the designation and mapping of rare species habitats. Habitats of endangered, threatened, or special concern species are also designated and mapped. Proposed projects or policies that are reviewed under the

Open Space Inventory

Massachusetts Environmental Policy Act (MEPA) or the Wetlands Protection Act are required to disclose whether the project is within such designated habitat areas and if so, what will be done to prevent significant adverse effects on such species or habitats.

Conservation restrictions (CRs). Typically lasting "in perpetuity," conservation restrictions are legally enforceable agreements voluntarily imposed by a landowner on their own land. (Conservation easements have similarities to CRs, but are now used less often than CRs. They are in force only for a limited number of years.) These restrictions commonly take the form of a deed restriction that prevents the development of a parcel of land. The landowner retains private ownership but surrenders development rights in exchange for a lower property tax rate and an income tax charitable deduction. State and federal guidelines apply in order to qualify for such tax advantages. These restrictions are considered to provide a high level of protection against development pressures. However, some are temporary, imposed for only a fixed period of time.

A *conservation land trust* is a non-profit organization "directly involved in protecting land for its natural, recreational, scenic, historical, or productive value" (Starting A Land Trust: A Guide to Forming a Land Conservation Organization, The Land Trust Alliance, 1990, page 1). Some land trusts are involved solely in negotiating land transactions, while some others purchase land outright or purchase the development rights. Some conservation land trusts may have charters that require all land held by it to be preserved in perpetuity as open space, while other conservation land trusts may not have such restrictions. For example, some lands held by a less restrictive land trust may be sold, perhaps to raise funds for purchases of more significant lands. Some lands in such a land trust's portfolio may be partially developed, perhaps to protect the higher priority, undeveloped portion of the original parcel with funds received from the developed portion. Some land trusts, whether restrictive or not, may hold parcels temporarily until a public agency can purchase them for inclusion in its inventory of protected lands.

In Boston, the Parks and Recreation Commission carries out a city ordinance, Chapter 7, Section 4.11 of the City of Boston Code of Ordinances, known colloquially as the *"100-foot rule."* This ordinance mandates that the Commission render its approval before building construction or alteration begins on any development project within 100 feet of any public park or parkway within the city. This allows the Commission the opportunity to

review projects that may have physical or visual impacts on adjacent or nearby parkland. Such parkland may be under city, state, or federal ownership.

The Cemetery Division of the Parks Department administers the city owned cemeteries, with the Parks and Recreation Commission serving as the cemetery Board of Trustees. These cemeteries, in addition to protection under Article 97, obtain additional protection from conversion to non-cemetery uses by virtue of *Chapter 114, Section 17* of the Massachusetts General Laws. This law states that municipal cemeteries over 100 years old cannot be used for anything but a cemetery, and that use of any portion of such cemeteries for another public use needs special authorization by the legislature. All cemeteries owned by the city of Boston are over 100 years old.

TYPES OF OPEN SPACES

Parks

Boston's park system includes the oldest public open space in the nation, Boston Common, established in 1634. The Public Garden was the next significant addition; it was developed more than 200 years later in 1838. Still, Boston had far less designated parkland than other comparable cities by the latter part of the 19th century. Public discussion on the need for parklands led to the creation of the Boston Parks Commission in 1875. The new commission published a plan and the city designated $900,000 for the acquisition and development of new parklands.

In 1878 the city hired Frederick Law Olmsted, America's first and then most prominent landscape architect, to design and supervise the development of a comprehensive park system. In 1892, the Metropolitan Parks Commission was formed to provide for regional open space needs for Boston and its metropolitan area. The Metropolitan Parks Commission's goal was to acquire parklands adjacent to water resources and other areas of natural significance. The Commission built parkways that linked newly acquired parklands to existing Boston parks.

As the participation in outdoor recreation grew in the 1890s, small parks and playgrounds emerged in Boston's neighborhoods. In 1898, the city passed legislation to construct a playground in each of its 22 wards; this initiative resulted in the construction of 41 sites by 1932.

NEWTON
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
City of Boston
Open Space by Type
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0 0.5 1 2 3
Miles

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While the city had continued to invest in its park system, the Metropolitan Parks Commission had incurred water and sewer responsibilities as part of the new Metropolitan District Commission (MDC). Water and sewer responsibilities became a high priority.

By 1950, most of Boston's parks and playgrounds were in place. Decreasing population and parks budgets following WWII resulted in a declining investment in Boston parks. City parks expenditures then rose intermittently until 1982 when the Parks Department budget was cut by more than one-half as a result of budget constraints caused by the passing of Proposition 21/2. The subsequent budget cuts resulted in the severe deterioration of the city's park system.

During this same period, the MDC's water and sewer responsibilities were being re-allocated to a newly created agency, the Massachusetts Water Resource Authority. Without this burden, the MDC was able to reinvest more effort in its parks.

The city also rediscovered interest in its parks as citizen outcry brought attention to the condition of the parks. In 1987, the Mayor's office and the City Council approved $75 million to rebuild city parks and playgrounds.

Boston now has over 2,300 acres of parkland under the jurisdiction of and maintained by the Parks Department. Boston's parks contain monuments, fountains, statues, footbridges, trees, flower gardens, athletic fields, golf courses, playgrounds, squares, malls, and parkways. These include the signature 1,000-acre Emerald Necklace, most of which was designed by Olmsted. The Olmsted-designed Emerald Necklace is made up of Charlesgate, the Back Bay Fens, the Riverway Park, Olmsted Park, Jamaica Pond Park, the Arnold Arboretum, and Franklin Park. The Commonwealth Avenue Mall connects the Olmsted-designed Emerald Necklace to the pre-Olmsted Public Garden and Boston Common.

The Department of Conservation and Recreation (DCR, successor to the MDC and the Department of Environmental Management (DEM)) cares for and maintains significant parks in Boston including: the Belle Isle Marsh, Charles River, Stony Brook, Old Harbor, Dorchester Shores, and Neponset River Reservations, as well as Castle Island, the Southwest Corridor Park, and the Franklin Park Zoo (zoo operation and maintenance performed by the Commonwealth Zoological Corporation [aka Zoo New England]). It also maintains such parkways as the Jamaicaway, VFW Parkway,

Storrow Drive, Turtle Pond Parkway, Morton Street, and Day Boulevard.

Urban Wilds

In 1976, the Boston Redevelopment Authority (BRA) issued a landmark document that inventoried and offered recommendations for Boston's remaining unprotected natural areas. *Boston's Urban Wilds: A Natural Area Conservation Program* designated 143 areas throughout the city, whether privately or publicly owned, and categorically ranked them for significance. It also offered strategies for their preservation within a then-limited spectrum of protection mechanisms. The BRA study offered a plan for land protection by identifying particular available spaces, defining priorities, and suggesting an aggressive strategy for acquisition. The report's description of the irreplaceable nature of urban wilds reinforced the need for protection.

In 1977 a private, non-profit organization, the Boston Natural Areas Fund, was formed to work with the city and state agencies to secure urban wilds inventoried in the BRA report. Since then, the city itself has developed an acquisition, advocacy, maintenance, and planning program for sensitive natural areas in need of permanent protection. Today, the Urban Wilds Initiative, administered through the Parks Department, manages more than 30 city-owned sites comprising more than 192 acres. The initiative staff collaborates with staff from the Boston Conservation Commission, which holds jurisdiction over most of the city-owned urban wilds, and serves as guarantor of their natural ecosystem values and functions.

These marshes, woodlands, pastures, meadows, swamps, hilltops, ponds, and streams provide a vital ecological role as a repository for much of the remaining local biodiversity, and contribute to the maintenance of clean air and water throughout the city. Urban wilds expand the range of landscape experiences beyond that of the dense built environment and the designed and manicured landscapes of Boston's parkland. In traditionally under-served neighborhoods, they offer a haven for people seeking a refuge from hectic city streets and serve as outdoor classrooms for children and adults learning about the natural world.

However, these sites have in many cases suffered from years of neglect and abuse. Soil erosion, fires, illegal dumping of trash and debris, filling of wetlands, alterations in hydrology, and the

presence of non-native, invasive plant species are chronic problems in nearly all urban wilds and other natural areas.

In 1998, the Boston Parks and Recreation Department made a major commitment toward addressing these problems by reviving the Urban Wilds Initiative. For the first time, a natural resource manager with ecological training was hired to administer the program on a full-time basis. Public access and use is a major mission of this initiative. With a strong focus on ecological restoration and stewardship, the revitalized Urban Wilds Initiative seeks to restore and enhance biological diversity and ecological values, such as flood storage, water filtration, wildlife habitat, and control of air quality, while accommodating and enhancing passive recreation and environmental education. Recent projects, such as the creation of a publicly accessible urban wild on Chelsea Creek at the brownfield known as the Condor Street Marsh in East Boston, and Geneva Avenue Cliffs in Dorchester, are aimed at accommodating access for a wide range of users and helping people understand and appreciate the importance of these vital natural areas.

Community Gardens

Community gardening in Boston originally began in 1895. The Industrial Aid Society for the Prevention of Pauperism established a Committee for the Cultivation of Vacant Lots. This committee leased a farm on the outskirts of the city and provided plots for elderly men and women. Shortly after, the School Department and the Massachusetts Horticultural Society initiated a School Gardens Program.

Community gardening gained popularity during the First and Second World Wars when the Victory Gardens program was established. This program was a national effort to increase locally grown produce, allowing more commercially grown produce to be shipped to troops overseas. Boston participated in this program by contributing schoolyards and parkland, including the Common, for use as gardens. The plots in the Back Bay Fens, now known as the Parker Memorial Victory Gardens, are the only remaining Victory Gardens in Boston.

In the 1970s, community gardens regained popularity due to three factors: the creation of new vacant lots as a result of both a decrease in the city's population and an increase in property disinvestment; the community empowerment movement; and the immigration of persons from agrarian-based cultures into the city.

Open Space Inventory

In 1974, a state bill encouraged gardening on unused portions of state lands. The city's largest community garden was created at the then state-owned Boston State Hospital site in Mattapan (the garden is now owned by the Massachusetts Audubon Society and incorporated as part of the Society's Boston Nature Center). The following year, the city initiated the Revival Program, which was responsible for the construction of 30 community gardens. By 1978, garden groups and coalitions had formed in several of the city's neighborhoods. These gardens provided important contributions to Boston's open space.

Community gardens are typically planted on underutilized land and vacant lots. These gardens range in size from one-tenth of an acre to 32 acres, although most are very small. Due to their small size, the piecemeal assembly of these gardens, and the continual organization and energy needed on the part of a number of community residents for their ongoing life, they are often subject to development pressures.

These gardens are, however, productive ventures. Approximately 3,000 families generate an estimated $1.5 million worth of produce annually. This often assists low- and moderate-income families in meeting their food supply needs and budgets.

Community gardens also have aesthetic and social qualities that strengthen their surrounding community. Gardens often fill vacant lots that would otherwise serve as possible dumping locations causing a sense of blight in the neighborhood. The gardens not only fill a physical void, they also serve as a common ground for residents, bringing them together through a common interest, for a common goal: to increase the quality of life in their neighborhood.

Cemeteries and Burying Grounds

The city has 16 historic burying grounds and 3 large cemeteries. These burying grounds and cemeteries, which date between 1630 and 1892, are located in 13 Boston neighborhoods. More than 15,000 grave markers in these cemeteries honor founders of Boston, Revolutionary War heroes, and many other historical figures. Four burying grounds are located on the Freedom Trail and are visited by approximately 3,000 visitors per day who come to see the grave markers of such historical figures such as John Hancock and Paul Revere. Eleven other burying grounds are listed on the National Register of Historic Places, with several of those located in historical and architectural conservation districts.

In addition to providing a link to Boston's Puritan and Colonial past, these cemeteries provide relief in the form of open space. Many of these cemeteries and burying grounds are located in dense areas of the city in which open space is otherwise not abundant. The three larger city-owned cemeteries are still active, and are operated by the Parks Department.

While privately owned cemeteries exist in Charlestown and East Boston, the most significant private cemeteries are located in Dorchester, Jamaica Plain, Roslindale, and West Roxbury. Forest Hills Cemetery is the largest private cemetery in Boston, and also its most significant. Its attractive landscape design has inspired other cemetery landscape designs. Its proximity to Franklin Park, Arnold Arboretum, the Boston State Hospital site, and Mount Hope Cemetery helps create a sizable green oasis for the city, giving relief from the sense of density in the heart of the city.

Cedar Grove Cemetery in Dorchester helps provide an open space corridor between Dorchester Park and the Neponset River. The cemeteries in West Roxbury along the Newton border provide a large open space assemblage in this southwestern part of Boston, along with the DCR's Brook Farm and the city's Millennium Park at the former Gardner Street Landfill site.

PRIVATE OPEN SPACES

Boston's open space includes over 1,600 acres of private unprotected open space (see table below). An additional 27 acres are protected through ownership in non-profit land trusts (see table below). These 1,600 private unprotected acres represent almost 25 percent of the city's total open space. This includes educational institution campuses and athletic fields, office tower plazas, religious institution campuses, Harborwalk segments, cemeteries, stadia and racetracks, a working farm, vacant lands, and private recreational land. This open space is unprotected, controlled by private owners who may choose to develop or otherwise alter their property so that land throughout the city that is taken for granted as open space may well disappear over time. Therefore, the city may lose the potential for new public parks, conservation areas, and recreation facilities. Such development would likely alter the visual and social character of parts of Boston. Such change does not take place overnight, but occurs incrementally.

The inventory of unprotected, private open space includes some parcels that do not have much open space significance due to their

isolation, character, or small size. However, many are important based on their location abutting existing protected areas or in a neighborhood with a deficiency of open space, as links in green space corridors, as components of a large cluster of open space, or thanks to their special landscape character.

While these lands are unprotected in the legal sense, several are important features for their owners from a functional point of view, so that total conversion would not appear likely. For example, the openness of college campuses does erode over time, but the bucolic image of a New England college campus with a leafy quad and sports fields in the distance is still a powerful marketing tool in the competitive higher education environment. Cemeteries can obtain permits to move graves, but such action would be highly unlikely.

Still, many private unprotected parcels can be developed at a moment's notice. One example is Lawrence Farm in Jamaica Plain, which is part of the working farm more commonly known as Allandale Farm that straddles both Brookline and Boston. Two out of the four parcels in this assemblage receive a preferential assessment for property tax purposes under M.G.L. Chapter 61A, a state law that seeks to promote agricultural land preservation. However, for the purposes of this inventory, lands assessed under M.G.L. Chapters 61, 61A, and 61B are not considered protected. These statutes enable property owners to gain a preferential property tax assessment for land in forestry, agricultural, or recreational use. These laws help preserve open space by relieving pressure on property owners to develop in order to pay their property taxes. The above mentioned two parcels at Lawrence (Allandale) Farm are assessed under Chapter 61A. Otherwise, no other properties in Boston have applied for the preferential tax assessment under M.G.L. Chapter 61, 61A, and 61B (please see the Lands under Chapter 61A map below).
A condition of the preferential assessment is that the city holds the first right-of-refusal on any sale. However, these properties are not considered fully protected because the city would have to secure a relatively large sum of money in a short period of time (120 days) to exercise its right. The owner may also remove the property from the program by paying rollback or conveyance taxes. Therefore, the city must assume these properties are capable of being partially or fully developable at some time in the future. Thankfully, the owners of this property have placed an agricultural preservation restriction on one parcel in this assemblage. The restriction is being held by The Trustees of Reservations, the Commonwealth's oldest private conservation organization. It has received the

BELMONT
BROOKLINE
NEWTON
WESTWOOD
Chapter 61A Land
Open Space
City of Boston
Lands Under Chapter 61A
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approval of the Boston Conservation Commission, the City Council, the Mayor, and the state Commissioner of Food and Agriculture, and has been executed and recorded.

The neighborhood chapters in Section 7 discuss measures to address potential loss of several other privately held open spaces.

PUBLIC UNPROTECTED OPEN SPACES

Boston's open space includes 820 acres of publicly-owned open space that is not protected via Article 97, a permanent deed restriction, or some other legislative restriction (please see table below). The citywide total of public unprotected open space drops to 352 acres if such lands within the Harbor Islands are not considered. Excluding the Harbor Islands, this represents almost 5% of the city's total open space acreage.

Ownership of these public unprotected open spaces is distributed among state and city agencies and authorities. Some of these lands may be publicly accessible while others are not. Types of open spaces included in this category are vacant lands, wetlands, Harborwalk segments, squares and plazas, landscaped traffic islands, passive parks, steep slopes, abandoned rail lines, schoolyards, campuses, school athletic fields, community gardens, harbor shorefronts, rock outcrops, arterial medians, and children's play lots.

While unprotected according to the definition described at the beginning of this section, some of these properties are restricted to open space uses by other constraints. For example, the Wetlands Protection Act will prevent development on public and private properties that are in wetland resource areas, so that such properties as Wood Island Bay Marsh (Massport) and West Roxbury High School Marsh (City of Boston) are essentially undevelopable.

On the other hand, the development and expansion plans of various agencies and authorities may require them to use for other purposes a property that is now prized as open space. For example, schools may need to expand, increasing the school building's footprint at the expense of the schoolyard or campus, or the configuration of a road may change, leading to the reduction or elimination of a landscaped traffic island. A large portion of the community may support these goals, while others in the community may wish to retain the current open space uses.

Alternatively, the development plans of an agency or authority may lead to the creation or retention of open space. An example of this is the creation of Children's Wharf Park near the Children's Museum at Fort Point Channel. This park was constructed by the MBTA as part of the South Boston Transitway Tunnel project, to serve as mitigation for project impacts on Chapter 91 interests.

Another example is the creation of revitalized schoolyards, usually with children's play equipment included, through the Mayor's Schoolyard Initiative (see Schoolyard Initiative map below). This initiative is spearheaded by the Department of Neighborhood Development, assisted by the School Department, the Chief of Basic City Services, Boston Centers for Youth & Families, the Edward Ingersoll Browne Fund, and the Parks Department, and supported by the Boston Schoolyards Funders Collaborative, a group of private sector philanthropists. This initiative has transformed several schoolyards over the past ten years, with more schoolyards proposed for improvements. (In the year 2000, the initiative received the James C. Howland Gold Medal for Urban Enrichment.) This has come from the city's recognition that children do not just learn in indoor classroom settings, but also in outdoor settings through play and interaction with the environment (one schoolyard included a created wetland, while others have nature trails and outdoor amphitheaters). Therefore, this initiative has helped retain open space and created additional play opportunities by enhancing these formerly barren spaces. These enhanced schoolyards will be used not only by the schoolchildren, but also by children who live near but do not attend that school.

Nevertheless, some of the 820 acres of public unprotected open space may be at risk of being transformed into a non-open space use in the foreseeable future. Therefore, the possibility exists that new public parks, conservation areas, and recreation facilities may not be created. The visual and social character of certain parts of Boston may change incrementally because of such development. Each public unprotected open space parcel has its own degree of risk, and its own potential to become a valued and protected open space. The assessment of risk and potential has been presented elsewhere in this text, primarily in Section 7.

School Playlots
Other Playlots
Open Space
City of Boston
Boston Schoolyard Initiative Playlots
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Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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Miles

Open Space Inventory

NOTES

[1] Conservation does have a broad definition. According to the June 6, 1973 Opinion of the Attorney General (No. 45, found at page 139 of Public Document No. 12, Report of the Attorney General for the year ending June 30, 1973), also known as the "Quinn Opinion," "...parks, monuments, reservations, athletic fields, concert areas and playgrounds clearly qualify" as "covered by Article 97" as they were "taken or acquired for the protection of the people in their right to the conservation, development, and utilization of the agricultural, mineral, forest, water, air and other natural resources[.]"' (Pages 142-143). The opinion goes on to state that Article 97 declares as a public purpose "the protection of the people in their right to the conservation, development, and utilization of the agricultural, mineral, forest, water, air and other natural resources...." It further states that given such a major public purpose, "[p]arkland protection can afford not only the conservation of forest, water and air but also a means of utilizing these resources in harmony with their conservation." (Page 142).

Given this Attorney General opinion, well known as the basis for application of Article 97 to parkland, it would appear that parkland and park uses serve conservation purposes. As indicated by Attorney General Quinn's list ("parks, monuments, reservations, athletic fields, concert areas and playgrounds"), all outdoor recreation, whether active or passive, is therefore a conservation use.

Ownership, Jurisdiction & Management	
BCC	Boston Conservation Commission
BHA	Boston Housing Authority (COB)
BPRD	Boston Parks & Recreation Department
BPS	Boston School Department (Boston Public Schools)
BRA	Boston Redevelopment Authority (COB)
COB	City of Boston
COM	Commonwealth of Massachusetts
CommGrp/NP	Community Group/Nonprofit
Cooper CGC	Cooper Community Garden Center
DCR	Department of Conservation and Recreation (COM)
FPP	Friends of Puddingstone Park
Massport	Massachusetts Port Authority (COM)
MBTA	Massachusetts Bay Transportation Authority (COM)
MTA	Massachusetts Turnpike Authority (COM)
MWRA	Massachusetts Water Resources Authority (COM)
NPS	National Park Service
BNAN	Boston Natural Areas Network (formerly Boston Natural Areas Fund)
BUG	Boston Urban Gardeners
MAS	Massachusetts Audubon Society
SELROSLT	South End/Lower Roxbury Open Space Land Trust
Private	Land Owned by Private Individuals, Institutions, Corporations, Etc.
TTOR	The Trustees of Reservations
USA	United States of America
US COE	US Army Corps of Engineers
USCG	US Coast Guard
USPS	United States Postal Service
White Fund	George Robert White Fund, City of Boston Trust

N.B.: The column titled "Ownership" refers to the fee simple owner of the property; the column titled "OS Ownership/Jurisdiction" refers to either the ownership of the open space rights to the property or to the agency with jurisdiction to manage the property as an open space; and the column titled "OS Management" refers to the entity which manages a property for open space purposes or uses. No entry in "OS Management" after an entry in either "Ownership" or "OS Ownership" means that the entity in "OS Ownership/Jurisdiction" (or in "Ownership" if there is no entry in "OS Ownership/ Jurisdiction") is responsible for open space management of the property.
Example: Some parcels in Allandale Woods are owned in fee simple by a private owner, but the open space rights are held by the Boston Conservation Commission; however, the manager of these parcels for open space purposes or uses is the Boston Parks Department via its Urban Wilds Initiative.

Public Access	
PA	Publicly Accessible
X	Yes

Protection	
100	Boston Parks & Recreation Commission "100' Rule"
A97	Article 97, Amendments to Massachusetts Constitution
ACEC	Area of Critical Environmental Concern (MEPA)
Airport Mit	Logan International Airport Mitigation Program
BL	Boston Landmark (Local Historic Designation)
BF	Edmund Ingersoll Browne Fund, City of Boston Trust
CAT Mit	Central Artery/Tunnel Project Mitigation Program
Ch114s17	MGL Chapter 114 Section 17 (Cemetery Preservation)
Ch61A	MGL Chapter 61A (Property Tax Relief for Agricultural Uses)
Ch91	MGL Chapter 91 (Tidelands Protection)
CR	Conservation Restriction
DR	Deed Restriction
Easement	Easement for Open Space, Conservation, or Public Access Purposes
GPOD	Greenway Protection Overlay District (COB Zoning Code)
Land Trust	Land Trust or NonProfit Ownership
License	Non-Proprietary Permit for Use of Land
LWCF	Land and Water Conservation Fund (NPS)
MPPF	Massachusetts Preservation Projects Fund
NHP	Natural Heritage & Endangered Species Program (COM)
NHL	National Historic Landmark
NPS	National Park Service Jurisdiction
NRHP	National Register of Historic Places
PR	Historic Preservation Restriction
SH	Self-Help Program (COM)
SURF	Strategic Urban Recreation Facility (COM)
Temp CR	Temporary Conservation Restriction
UPARR	Urban Park & Recreation Recovery Program (NPS)
USH	Urban Self-Help Program (COM)
WPA	Wetlands Protection Act (COM)

Protected Open Spaces	
POS	Protected Open Space
X	Yes

Condition	
C	Conditon
E	Excellent
G	Good
F	Fair
P	Poor

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Boyden Park	0.48	X	COM	DCR		A97	X		Allston-Brighton	Institutional District	Malls, Squares & Plazas
Brian Honan Park	0.45	X	Private	BCC	Private	A97/CR	X		Allston-Brighton	Residential District	Parks, Playgrounds & Athletic Fields
Brighton Square	0.51	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Malls, Squares & Plazas
Cassidy Playground	9.33	X	COB	BPRD		A97/LWCF	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Chandler Pond	18.91	X	COB	BPRD		A97/WPA	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Charles River Community Garden	0.40		COM	DCR		A97/WPA	X		Allston-Brighton	Open Space District	Community Gardens
Charles River Reservation III	92.99	X	COM	DCR		A97/Ch91/ WPA	X		Allston-Brighton	Open Space District	Parkways, Reservations & Beaches
Chestnut Hill Reservoir	115.80	X	COM	DCR		A97/NRHP/ WPA	X		Allston-Brighton	Open Space District	Parkways, Reservations & Beaches
Chestnut Hill Reservoir Garden	0.11		COM	DCR		A97	X		Allston-Brighton	Open Space District	Community Gardens
Christian Herter Garden	0.35		COM	DCR		A97	X		Allston-Brighton	Open Space District	Community Gardens
Commonwealth Avenue Outbound	5.53	X	COB	BPRD		A97	X	G	Allston-Brighton	Commercial/Office/Business District	Malls, Squares & Plazas
Cunningham Park	0.18	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Malls, Squares & Plazas
Evergreen Cemetery	20.77	X	COB	BPRD		A97/Ch114S7	X	G	Allston-Brighton	Open Space District	Cemeteries & Burying Grounds
Fern Square	0.04	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Malls, Squares & Plazas
Fidelis Way Park	5.10	X	COB	BPRD		A97/LWCF	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Hardiman Playground	1.47	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Hobart Park	0.81	X	COB	BPRD		A97/LWCF	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Hooker-Sorrento Street Playground	1.01	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Jackson Square	0.12	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Malls, Squares & Plazas
Joyce Playground	1.31	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Leo M. Birmingham Parkway	6.98	X	COM	DCR		A97	X		Allston-Brighton	Commercial/Office/Business District	Parkways, Reservations & Beaches
Market Street Burying Ground	0.40	A	COB	BPRD		A97/Ch114S7	X	G	Allston-Brighton	Open Space District	Cemeteries & Burying Grounds
McKinney Playground	5.89	X	COB	BPRD		A97/USH	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Oak Square	0.27	X	COB	BPRD		A97/LWCF	X	G	Allston-Brighton	Open Space District	Malls, Squares & Plazas
Penniman Road Garden	0.17		COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Community Gardens
Penniman Road Play Area	0.76	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Portsmouth Street Playground	4.28	X	COB	BPRD		A97/UPARR	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Reilly Playground	6.97	X	COM	DCR		A97	X		Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Ringer Playground	10.26	X	COB	BPRD		A97/LWCF/ USH	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Rogers Park	8.17	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Shubow Park	0.74	X	COB	BPRD		A97	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Smith Playground	14.80	X	COB	BPRD		A97/LWCF	X	G	Allston-Brighton	Open Space District	Parks, Playgrounds & Athletic Fields
Theresa Hynes Park	0.45	X	Private	BCC	Private	A97/CR	X		Allston-Brighton	Residential District	Parks, Playgrounds & Athletic Fields
Boston Common	46.52	X	COB	BPRD		A97/NHL/ LWCF	X	G	Back Bay/Beacon Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Central Burying Ground	1.65	X	COB	BPRD		A97/NHL/PR/ BL/Ch114S17	X	G	Back Bay/Beacon Hill	Open Space District	Cemeteries & Burying Grounds
Charles River Reservation IV	33.78	X	COM	DCR		A97/Ch91/ WPA	X		Back Bay/Beacon Hill	Open Space District	Parkways, Reservations & Beaches
Charlesgate	5.60	X	COM	DCR		A97/Ch91/ WPA	X		Back Bay/Beacon Hill	Residential District	Parkways, Reservations & Beaches
Clarendon Street Totlot	0.33	X	COB	BPRD		A97	X	G	Back Bay/Beacon Hill	Residential District	Parks, Playgrounds & Athletic Fields
Commonwealth Avenue Mall I	11.90	X	COB	BPRD		A97/LWCF/ NRHP	X	G	Back Bay/Beacon Hill	Residential District	Malls, Squares & Plazas
Copley Square	1.85	X	COB	BPRD		A97	X	G	Back Bay/Beacon Hill	Commercial/Office/Business District	Malls, Squares & Plazas
Dartmouth Street Mall	1.00	X	COB	BPRD		A97	X	G	Back Bay/Beacon Hill	Commercial/Office/Business District	Malls, Squares & Plazas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Granary Burying Ground	1.85	X	COB	BPRD		A97/NRHP/ PR/BL/ Ch114S7	X	G	Back Bay/Beacon Hill	Open Space District	Cemeteries & Burying Grounds
Myrtle Street Playground	0.15	X	COB	BPRD		A97/LWCF	X	G	Back Bay/Beacon Hill	Residential District	Parks, Playgrounds & Athletic Fields
Phillips Street Park	0.12	X	COB	BPRD		A97	X	G	Back Bay/Beacon Hill	Residential District	Parks, Playgrounds & Athletic Fields
Public Garden	23.48	X	COB	BPRD		A97/LWCF	X	G	Back Bay/Beacon Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Temple Street Park	0.06	X	COB			MPPF	X		Back Bay/Beacon Hill	Residential District	Malls, Squares & Plazas
Angell Memorial Square	0.18	X	COB	BPRD		A97	X	G	Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Bay Village Garden	0.02	X	COB	BPRD	Private	A97	X	G	Central Boston	Open Space District	Community Gardens
Bay Village Neighborhood Park	0.08	X	COB	BPRD		A97	X	G	Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Charles River Reservation I	14.90	X	COM	DCR		A97/Ch91/ WPA	X		Central Boston	Open Space District	Parkways, Reservations & Beaches
Charter Street Park	0.24	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Christopher Columbus Park	4.74	X	COB	BPRD		A97/LWCF/ Ch91/WPA	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
City Hall Plaza	5.93	X	BRA			A97	X		Central Boston	Open Space District	Malls, Squares & Plazas
Copp's Hill Burying Ground	1.98	X	COB	BPRD		A97/NRHP/ PR/Ch114S7	X	G	Central Boston	Open Space District	Cemeteries & Burying Grounds
Copp's Hill Terrace	0.61	X	COB	BPRD		A97/NRHP	X	G	Central Boston	Open Space District	Malls, Squares & Plazas
Curley Memorial Plaza	0.11	X	BRA			A97	X		Central Boston	Open Space District	Malls, Squares & Plazas
Cutillo Park	0.28	X	COB	BPRD		A97/LWCF	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
DeFilippo Playground	1.12	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Eliot Norton Park I	0.77	X	COB	BPRD		A97	X	G	Central Boston	Special District	Parks, Playgrounds & Athletic Fields
Faneuil Square	0.88	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Malls, Squares & Plazas
Foster Street Play Area	0.11	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
King's Chapel Burying Ground	0.43	X	COB	BPRD		A97/Ch114S7/ NRHP	X	G	Central Boston	Commercial/Office/Business District	Cemeteries & Burying Grounds
Langone Park	2.34	X	COB	BPRD		A97/Ch91/ WPA	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Lincoln Square	0.05	X	COB	BPRD		A97	X	G	Central Boston	Special District	Malls, Squares & Plazas
Long Wharf	3.34	X	BRA			A97/LWCF/ Ch91/WPA	X		Central Boston	Special District	Malls, Squares & Plazas
Nashua Street Park	2.03	X	COM	DCR		A97/Ch91/ WPA	X		Central Boston	Open Space District	Parkways, Reservations & Beaches
North Point Park	1.77	X	COM	DCR		A97/Ch91/ WPA	X		Central Boston	Special District	Parks, Playgrounds & Athletic Fields
Paul Revere Mall	0.79	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Malls, Squares & Plazas
Polcari Park	0.29	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Prince Street Park	1.28	X	COM	DCR		A97/Ch91/ WPA	X		Central Boston	Open Space District	Parkways, Reservations & Beaches
Puopolo Playground	2.09	X	COB	BPRD		A97/Ch91/ WPA	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Rachel Revere Square	0.08	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Malls, Squares & Plazas
Statler Park	0.23	X	COB	BPRD		A97	X	G	Central Boston	Special District	Malls, Squares & Plazas
Tai Tung Tot Lot	0.03	X	COB	BPRD		A97	X	G	Central Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Union Park	0.42	X	BRA			A97	X		Central Boston	Open Space District	Malls, Squares & Plazas
Barry Playground	3.66	X	COB	BPRD		A97	X	G	Charlestown	Open Space District	Parks, Playgrounds & Athletic Fields
Bunker Hill Burying Ground	1.12	A	COB	BPRD		A97/Ch114S7	X	G	Charlestown	Commercial/Office/Business District	Cemeteries & Burying Grounds
Bunker Hill Monument	3.75	X	USA	NPS		NPS/NRHP/ PR	X		Charlestown	Residential District	Malls, Squares & Plazas
Caldwell Street Play Area	0.11	X	COB	BPRD		A97	X	G	Charlestown	Industrial District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Charlestown Naval Shipyard Park I	10.22	X	BRA		BPRD	A97/LWCF/ Ch91/WPA	X		Charlestown	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
City Square	1.21	X	COM	DCR		A97	X		Charlestown	Open Space District	Malls, Squares & Plazas
Cook Street Play Area	0.10	X	COB	BPRD		A97	X	G	Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
Doherty Playground	3.02	X	COB	BPRD		A97/USH	X	G	Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
Edwards Playground	1.33	X	COB	BPRD		A97	X	G	Charlestown	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Hayes Square	0.17	X	COB	BPRD		A97	X	G	Charlestown	Commercial/Office/Business District	Malls, Squares & Plazas
John Harvard Mall	0.83	X	COB	BPRD		A97	X	G	Charlestown	Residential District	Malls, Squares & Plazas
Little Mystic Access Area	1.88		BRA			A97/LWCF/ Ch91/WPA	X		Charlestown	Special District	Parks, Playgrounds & Athletic Fields
Navy Yard Grounds	24.31	X	USA	NPS		NPS	X		Charlestown	Industrial District	Parks, Playgrounds & Athletic Fields
Paul Revere Park	6.40	X	COM	DCR		A97/Ch91/ WPA	X		Charlestown	Open Space District	Parkways, Reservations & Beaches
Phipp's Street Burying Ground	1.75	A	COB	BPRD		A97/Ch114S7	X	G	Charlestown	Residential District	Cemeteries & Burying Grounds
Ryan Playground	8.97	X	COB	BPRD		A97/USH/ Ch91/WPA	X	G	Charlestown	Open Space District	Parks, Playgrounds & Athletic Fields
Thompson Square	0.07	X	COB	BPRD		A97	X	G	Charlestown	Commercial/Office/Business District	Malls, Squares & Plazas
Winthrop Square	0.89	X	COB	BPRD		A97	X	G	Charlestown	Residential District	Malls, Squares & Plazas
Adams/King Playground	0.67	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Allen Park	1.35	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Byrne Playground	1.26	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Centervale Park	0.20	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Conley & Tenean Streets Park	0.51	X	COM	DCR		A97	X		Dorchester	Industrial District	Parks, Playgrounds & Athletic Fields
Coppens Square	0.36	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
Cronin/Wainwright Park	2.25	X	COB	BPRD		A97/UPARR	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Deer Street Park	0.24	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Doherty/Gibson Playground	5.73	X	COB	BPRD		A97	X	G	Dorchester	Open Space District	Parks, Playgrounds & Athletic Fields
Dorchester North Burying Ground	3.30	A	COB	BPRD		A97/Ch114S7	X	G	Dorchester	Commercial/Office/Business District	Cemeteries & Burying Grounds
Dorchester Park	27.30	X	COB	BPRD		A97/USH	X	G	Dorchester	Open Space District	Parks, Playgrounds & Athletic Fields
Dorchester South Burying Ground	1.94	A	COB	BPRD		A97/Ch114S7	X	G	Dorchester	Open Space District	Cemeteries & Burying Grounds
Doucette Square	0.14	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
Downer Avenue Playground	0.81	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Fernald Rock	0.06	X	COB	BCC		A97	X		Dorchester	Residential District	Urban Wilds & Natural Areas
Florida Street Reservation	0.07	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
Gallivan/Hallet Circle	0.48	X	COM	DCR		A97	X		Dorchester	Commercial/Office/Business District	Malls, Squares & Plazas
Garvey Playground	5.27	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Geneva Cliffs	1.83	X	COB	BCC	BPRD	A97	X		Dorchester	Residential District	Urban Wilds & Natural Areas
Hemenway Playground	4.40	X	COB	BPRD		A97/UPARR	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Malibu Beach	26.12	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Open Space District	Parkways, Reservations & Beaches
Martin/Hilltop Playground	1.31	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
McConnell Park	6.20	X	COB	BPRD		A97/LWCF	X	G	Dorchester	Open Space District	Parks, Playgrounds & Athletic Fields
McMorrow Playground	5.23	X	COM	DCR		A97	X		Dorchester	Industrial District	Parks, Playgrounds & Athletic Fields
Meany Park	0.22	X	COM	DCR		A97	X		Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Mother's Rest at Four Corners	1.12	X	COB	BPRD		A97/LWCF/ USH	X	E	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Mt. Bowdoin Green	0.54	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
Mullen Square	0.23	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
O'Donnell Square I	0.05	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Malls, Squares & Plazas
Old Harbor Easement	1.87	X	COM	DCR		A97/Esmnt/ WPA/Ch91	X		Dorchester	Commercial/Office/Business District	Parkways, Reservations & Beaches

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Old Harbor Park	7.92	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Commercial/Office/Business District	Parkways, Reservations & Beaches
Peabody Square	0.05	X	COB	BPRD		A97	X	G	Dorchester	Commercial/Office/Business District	Malls, Squares & Plazas
Pope John Paul II Park	163.85	X	COM	DCR		A97/ACEC/W PA	X		Dorchester	Open Space District	Parkways, Reservations & Beaches
Quincy/Stanley Play Area	0.37	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Richardson Park	1.12	X	COM	DCR		A97	X		Dorchester	Residential District	Malls, Squares & Plazas
Ripley Playground	0.83	X	COB	BPRD		A97/UPARR	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Roberts Playground	10.19	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Ronan Park	11.27	X	COB	BPRD		A97/LWCF/ USH	X	E	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Ryan Play Area	0.63	X	COB	BPRD		A97	X	G	Dorchester	Open Space District	Parks, Playgrounds & Athletic Fields
Savin Hill Beach	2.99	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Open Space District	Parkways, Reservations & Beaches
Savin Hill Cove	1.77	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Special District	Parkways, Reservations & Beaches
Savin Hill Marsh	9.58	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Industrial District	Parkways, Reservations & Beaches
Savin Hill Park	8.29	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Stanley-Bellevue Park	0.35	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Tenean Beach	8.70	X	COM	DCR		A97/ACEC/ WPA	X		Dorchester	Open Space District	Parkways, Reservations & Beaches
Toohig Playground	2.12	X	COM	DCR		A97	X		Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Ventura Playground	1.31	X	COM	DCR		A97/WPA	X		Dorchester	Open Space District	Parks, Playgrounds & Athletic Fields
Victory Road Park	6.15	X	COM	DCR		A97/Ch91/ WPA	X		Dorchester	Open Space District	Parkways, Reservations & Beaches
Walsh Playground	6.95	X	COB	BPRD		A97/LWCF	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Wellesley Park	0.71	X	COB	BPRD		A97	X	G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
American Legion Playground	3.38	X	COB	BPRD		A97/LWCF/ UPARR	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Belle Isle Marsh Reservation	143.75	X	COM	DCR		A97/WPA/ Ch91/ACEC/ LWCF	X		East Boston	Open Space District	Parkways, Reservations & Beaches
Bennington Street Cemetery	3.59	A	COB	BPRD		Ch114S7/A97	X	G	East Boston	Open Space District	Cemeteries & Burying Grounds
Bremen Street Park I	17.79	X	MTA			CAT Mit	X		East Boston	Special District	Parks, Playgrounds & Athletic Fields
Bremen Street Park Ii	0.01	X	Masport			CAT Mit	X		East Boston	Special District	Parks, Playgrounds & Athletic Fields
Brophy Park	0.77	X	COB	BPRD		A97/LWCF	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Central Square	0.91	X	COB	BPRD		A97/USH	X	G	East Boston	Open Space District	Malls, Squares & Plazas
Condor Street Beach	3.75	X	COB	BCC	BPRD	A97/LWCF/ SH/Ch91/ WPA	X		East Boston	Open Space District	Urban Wilds & Natural Areas
Condor Street Overlook	0.45	X	COB	BCC	BPRD	A97/Ch91/ WPA	X		East Boston	Open Space District	Urban Wilds & Natural Areas
Constitution Beach	25.40	X	COM	DCR		A97/Ch91/ WPA	X		East Boston	Open Space District	Parkways, Reservations & Beaches
Cuneo Park	0.23	X	COB	BPRD		A97	X	G	East Boston	Residential District	Parks, Playgrounds & Athletic Fields
East Boston Greenway	2.61	X	COB	BPRD		A97/WPA	X	G	East Boston	Residential District	Parkways, Reservations & Beaches
East Boston Memorial Park	14.79	X	COB	BPRD		A97/UPARR	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Golden Stairs Terrace Park	0.23	X	COB	BPRD		A97	X	G	East Boston	Residential District	Parks, Playgrounds & Athletic Fields
LoPresti Park	3.37	X	COB	BPRD		A97/LWCF/ Ch91/WPA	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
McLean Playground	0.43	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Noyes Playground	8.22	X	COB	BPRD		A97/LWCF	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Paris Street Playground	0.79	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Porzio Park I	0.71	X	COB	BPRD		A97/LWCF	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Prescott Square	0.28	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Malls, Squares & Plazas
Putnam Square	0.26	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Malls, Squares & Plazas
Sumner & Lamson Street Playground	0.48	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
The Rockies	0.73	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Urban Wilds & Natural Areas
Veterans Park I	0.28	X	COB	BPRD		A97	X	G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Back Bay Fens	56.32	X	COB	BPRD		A97/NRHP	X	G	Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
Charles River Reservation II	12.65	X	COM	DCR		A97/Ch91/ WPA	X		Fenway/Kenmore	Residential District	Parkways, Reservations & Beaches
Charlesgate	2.04	X	COM	DCR		A97/Ch91/ WPA	X		Fenway/Kenmore	Residential District	Parkways, Reservations & Beaches
Commonwealth Avenue Mall II	0.94	X	COB	BPRD		A97/LWCF	X	G	Fenway/Kenmore	Residential District	Malls, Squares & Plazas
Edgerly Road Playground	0.11	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Special District	Parks, Playgrounds & Athletic Fields
Evans Way Park	2.33	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
Forsyth Mall	0.79	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Forsyth Park	2.06	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
Joseph Lee Playground	6.63	X	COB	BPRD		A97/LWCF/ UPARR/Ch91/ WPA/BF	X	G	Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
Joslin Park	0.30	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Ramler Park	0.53	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Institutional District	Parks, Playgrounds & Athletic Fields
Richard Parker Memorial CG	6.54		COB	BPRD	Private+ BPRD	A97/WPA	X	G	Fenway/Kenmore	Institutional District	Community Gardens
Riverway I	15.24	X	COB	BPRD		A97/WPA	X	G	Fenway/Kenmore	Institutional District	Parks, Playgrounds & Athletic Fields
Symphony Community Park	0.50	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Westland Avenue Gates	2.00	X	COB	BPRD		A97	X	G	Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
Calf Island	22.42	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Gallups Island	25.09	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Georges Island	40.45	X	COM	DCR		A97/Ch91/ WPA/NRHP	X		Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Great Brewster Island	23.94	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Green Island	1.75	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Little Calf Island	0.81	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Lovell's Island	60.96	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Middle Brewster Island	13.65	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Outer Brewster Island	20.12	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Shag Rocks	1.32	X	COM	DCR		A97/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Spectacle Island I	63.44	X	COM	DCR		A97/CAT Mit/Ch91/ WPA	X		Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Spectacle Island II	8.86	X	COB	BPRD		A97/CAT Mit/Ch91/ WPA	X	G	Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Amatucci Playground	0.45	X	COB	BPRD		A97	X	G	Hyde Park	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Blake Estates Urban Wild	0.25		COB	BCC	Private	A97/Easemnt/ WPA	X		Hyde Park	Industrial District	Urban Wilds & Natural Areas
Camp Meigs	2.87	X	COM	DCR		A97/ACEC	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Colella Playground	0.69	X	COM	DCR		A97	X		Hyde Park	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Dana Avenue	0.82	X	COM	DCR		A97/WPA	X		Hyde Park	Industrial District	Urban Wilds & Natural Areas
DeForest Urban Wild I	0.47	X	COB	BCC	Private	A97	X		Hyde Park	Residential District	Urban Wilds & Natural Areas
Dell Rock	1.31	X	COB	BPRD		A97	X	G	Hyde Park	Residential District	Urban Wilds & Natural Areas
Dooley Playground	0.44	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Doyle Playground	0.94	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Factory Hill Playground	0.69	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Fairview Cemetery	57.25	X	COB	BPRD		A97/Ch114S7	X	G	Hyde Park	Residential District	Cemeteries & Burying Grounds
Iacono/Readville Playground	4.91	X	COB	BPRD		A97	X	G	Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Jeremiah Hurley Memorial Park	0.16	X	COB	BPRD		A97	X	G	Hyde Park	Commercial/Office/Business District	Malls, Squares & Plazas
Kelly Playground	19.75	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Martini Playground	5.78	X	COM	DCR		A97/LWCF/ WPA	X		Hyde Park	Commercial/Office/Business District	Parkways, Reservations & Beaches
Mill Pond Reservation	30.39	X	COM	DCR		A97/WPA	X		Hyde Park	Residential District	Parkways, Reservations & Beaches
Monterey Hilltop I	4.12		COB	BCC	BPRD	A97	X		Hyde Park	Residential District	Urban Wilds & Natural Areas
Mother Brook III	3.79	X	COB	BCC	BPRD	A97/WPA	X		Hyde Park	Industrial District	Urban Wilds & Natural Areas
Moynihan Playground	7.19	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Neponset River Reservation II	74.58	X	COM	DCR		A97/WPA	X		Hyde Park	Industrial District	Parkways, Reservations & Beaches
Neponset River Reservation III	0.95	X	COM	DCR		A97/WPA	X		Hyde Park	Residential District	Urban Wilds & Natural Areas
Neponset Valley Parkway	5.50	X	COM	DCR		A97	X		Hyde Park	Residential District	Parkways, Reservations & Beaches
Railroad Avenue	0.87	X	COM	DCR		A97/WPA	X		Hyde Park	Residential District	Urban Wilds & Natural Areas
Reservation Road Park	6.20	X	COB	BCC	BPRD	A97/WPA	X		Hyde Park	Industrial District	Parks, Playgrounds & Athletic Fields
Ross Playground	13.04	X	COB	BPRD		A97	X	G	Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Sherrin Woods	23.81	X	COB	BCC	BPRD	A97	X		Hyde Park	Residential District	Urban Wilds & Natural Areas
Smith Pond Playground I	4.15	X	COM	DCR		A97/WPA	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Smith Pond Playground II	12.70	X	COM	DCR		A97/WPA	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Stonehill Park	0.32	X	COB	BPRD		A97	X	E	Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
Stony Brook Reservation I	292.26	X	COM	DCR		A97/LWCF/ WPA	X		Hyde Park	Residential District	Parkways, Reservations & Beaches
Truman Highway	2.71	X	COM	DCR		A97	X		Hyde Park	Industrial District	Parkways, Reservations & Beaches
Weider Park	6.92	X	COM	DCR		A97	X		Hyde Park	Residential District	Parks, Playgrounds & Athletic Fields
West Street	2.53		COB	BCC	BPRD	A97/WPA	X		Hyde Park	Industrial District	Urban Wilds & Natural Areas
Williams Square	0.04	X	COB	BPRD		A97	X	G	Hyde Park	Residential District	Malls, Squares & Plazas
60 Paul Gore Street Garden	0.42	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Community Gardens
Arborway	9.72	X	COB	BPRD		A97/GPOD	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parkways, Reservations & Beaches
Arborway Overpass Path	1.16	X	COM	DCR		A97	X		Jamaica Plain/ Mission Hill	Open Space District	Parkways, Reservations & Beaches
Arnold Arboretum I	158.47	X	COB	BPRD	Private	A97/WPA/ GPOD	X	E	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Back of the Hill	3.72	X	COB	BCC	BPRD	A97/LWCF	X		Jamaica Plain/ Mission Hill	Open Space District	Urban Wilds & Natural Areas
Beecher Street Play Area	0.17	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Brewer/Burroughs Tot Lot	0.19	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Centre Street	0.91	X	COM	DCR		A97/100/ GPOD	X		Jamaica Plain/ Mission Hill	Residential District	Parkways, Reservations & Beaches
Chestnut Street	1.04	X	COM	DCR		A97/GPOD	X		Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Parkways, Reservations & Beaches
Forbes Street Playground	0.09	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Residential District	Parks, Playgrounds & Athletic Fields
Gibbons Playground	0.11	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Hanlon Square	0.05	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Malls, Squares & Plazas
Jamaica Pond Park	97.70	X	COB	BPRD		A97/WPA	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Jamaicaway	4.72	X	COB	BPRD		A97/GPOD	X	G	Jamaica Plain/ Mission Hill	Institutional District	Parkways, Reservations & Beaches
Jefferson Playground	3.30	X	COB	BPRD		A97/USH	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Johnson Park I	2.60	X	COM	DCR		A97	X		Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Lawrence Farm	41.70		Private	TTOR		A97/AP/ Ch61A (Part)	X		Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Mahoney Square	0.06	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Commercial/Office/Business District	Malls, Squares & Plazas
McLaughlin Playground	11.73	X	COB	BPRD		A97/LWCF	X	E	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Mission Hill Playground	2.69	X	COB	BPRD		A97/LWCF/ UPARR/BF/ USH	X	E	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Mozart Street Playground	0.81	X	COB	BPRD		A97/LWCF	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Murphy Playground	2.60	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Nira Rock	1.36	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Urban Wilds & Natural Areas
Olmsted Park	42.96	X	COB	BPRD		A97/WPA/ NRHP	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Parker Hilltop	1.58	X	Private	BCC	Private+ BPRD	A97/CR	X		Jamaica Plain/ Mission Hill	Institutional District	Urban Wilds & Natural Areas
Parkman Memorial	6.71	X	COB	BPRD		A97/GPOD	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Paul Gore Street Playground	0.33	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Perkins Street	0.23	X	COM	DCR		A97/GPOD	X		Jamaica Plain/ Mission Hill	Open Space District	Parkways, Reservations & Beaches
Riverway II	5.90	X	COB	BPRD		A97/WPA/ NRHP/GPOD	X	G	Jamaica Plain/ Mission Hill	Residential District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Rossmore/Stedman Park	0.07	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Soldier's Monument	0.13		COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Malls, Squares & Plazas
South Street Courts	0.34	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
South Street Mall	0.08	X	COB	BPRD		A97	X	G	Jamaica Plain/ Mission Hill	Open Space District	Malls, Squares & Plazas
Willow Pond Meadow	6.30	X	COM	DCR		A97/WPA	X		Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Almont Park/Hunt Playground	17.05	X	COB	BPRD		A97	X	G	Mattapan	Open Space District	Parks, Playgrounds & Athletic Fields
Canterbury II	21.08		COM	DCR		A97	X		Mattapan	Institutional District	Urban Wilds & Natural Areas
Ernst Chery Jr. Playground	0.25	X	COB	BPRD		A97	X	G	Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Franklin Park Zoo Parking	12.26	X	COM	DCR		A97	X		Mattapan	Institutional District	Parkways, Reservations & Beaches
Gladeside I	10.31	X	COB	BCC	BPRD	A97/WPA	X		Mattapan	Open Space District	Urban Wilds & Natural Areas
Harambee Park	45.56	X	COB	BPRD		A97/LWCF/ UPARR/USH	X	G	Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Kennedy Garden	0.16		COM	DCR		A97	X		Mattapan	Open Space District	Community Gardens
Kennedy Playground	0.26	X	COM	DCR		A97	X		Mattapan	Open Space District	Parks, Playgrounds & Athletic Fields
Msgr. Francis A. Ryan Park	6.14	X	COM	DCR		A97/WPA	X		Mattapan	Open Space District	Parks, Playgrounds & Athletic Fields
Neponset River Reservation I	21.60	X	COM	DCR		A97/WPA	X		Mattapan	Open Space District	Parkways, Reservations & Beaches
Thetford/Evans Playground	0.70	X	COB	BPRD		A97	X	G	Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Walker Playground	5.95	X	COB	BPRD		A97/UPARR/U SH	X	E	Mattapan	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Willowwood Rock	0.53	X	COB	BCC	BPRD	A97	X		Mattapan	Open Space District	Urban Wilds & Natural Areas
Woodhaven	1.18	X	COB	BCC	BPRD	A97	X		Mattapan	Residential District	Urban Wilds & Natural Areas
Adams Park	0.75	X	COB	BPRD		A97	X	G	Roslindale	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Arnold Arboretum II	66.90	X	COB	BPRD	Private	A97/WPA	X	E	Roslindale	Open Space District	Parks, Playgrounds & Athletic Fields
Fallon Field	7.51	X	COB	BPRD		A97	X	G	Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
Forest Hills Rotary	0.69	X	COM	DCR		A97	X		Roslindale	Open Space District	Malls, Squares & Plazas
Franklin Park II	24.35	X	COB	BPRD		A97/LWCF/ UPARR/USH/ WPA/NRHP	X	G	Roslindale	Open Space District	Parks, Playgrounds & Athletic Fields
George Wright Golf Course	156.37	X	COB	BPRD		A97	X	G	Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
Healy Playground	9.54	X	COB	BPRD		A97	X	G	Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
McGann Park	0.88	X	COB	BPRD		A97	X	G	Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
Mt. Hope Cemetery	129.79	X	COB	BPRD		A97/Ch114S7	X	G	Roslindale	Residential District	Cemeteries & Burying Grounds
Pagel Playground	2.73	X	COB	BPRD		A97/USH	X	G	Roslindale	Open Space District	Parks, Playgrounds & Athletic Fields
Parkman Playground	2.07	X	COB	BPRD		A97/LWCF	X	G	Roslindale	Open Space District	Parks, Playgrounds & Athletic Fields
Poplar Street Play Area	0.44	X	COB	BPRD		A97	X	G	Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
Roslindale Wetlands Urban Wild I	5.41	X	COB	BCC	BPRD	A97/WPA	X		Roslindale	Residential District	Urban Wilds & Natural Areas
Stony Brook Reservation III	65.66	X	COM	DCR		A97/LWCF/ WPA/NHP	X		Roslindale	Residential District	Parkways, Reservations & Beaches
Walter Street Cemetery	0.87	X	COB	BPRD	Private	A97/Ch114S7	X	G	Roslindale	Residential District	Cemeteries & Burying Grounds
Beauford Play Area	0.24	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Cedar Square	0.62	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Ceylon Park I	4.17	X	COB	BPRD		A97/USH	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Children's Park	0.23	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Clifford Playground	7.66	X	COB	BPRD		A97/UPARR	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Crawford Street Playground	1.72	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Dennis Street Park	0.42	X	COB	BPRD		A97/USH	X	G	Roxbury	Residential District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Denton Square	0.08	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Malls, Squares & Plazas
Dudley Cliffs	0.53	X	COM	DCR		A97	X		Roxbury	Open Space District	Urban Wilds & Natural Areas
Dudley Town Common	0.62	X	COB	BPRD		A97	X	G	Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Eliot Burying Ground	0.80	A	COB	BPRD		A97/Ch114S7	X	G	Roxbury	Open Space District	Cemeteries & Burying Grounds
Elm Hill Park	0.12	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Malls, Squares & Plazas
Erie/Ellington Playground	0.37	X	COB	BPRD		A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Fenelon Street Playground	0.18	X	COB	BPRD		A97	X	G	Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Flaherty Playground	1.31	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Franklin Park I	368.23	X	COB	BPRD		A97/LWCF/ UPARR/USH/ WPA/NRHP	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Franklin Park III	16.44	X	COB	DCR	Zoo New England	A97/LWCF/ UPARR/USH/ NRHP/Lease	X		Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Franklin Park Zoo	63.82	X	COB	DCR	Zoo New England	A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Hannon Playground	1.97	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Highland Park	3.63	X	COB	BPRD		A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Holborn Street Playlot	0.12	X	COB	BPRD		A97/LWCF/ USH	X	G	Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Horatio Harris Park	2.52	X	COB	BPRD		A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Howes Playground	1.87	X	COB	BPRD		A97/UPARR	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Jeep Jones Park	1.68	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
King Street Play Area	0.13	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Kittredge Square	0.12	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Malls, Squares & Plazas
Lambert Avenue Playground	0.67	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Laurel Street Green	0.14	X	COB	BPRD		A97	X	G	Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Laviscount Park	0.70	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Linwood Park	0.07	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Malls, Squares & Plazas
Little Scobie Playground	0.79	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Malcolm X Park	11.87	X	COB	BPRD		A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Marcella Playground	5.09	X	COB	BPRD		A97/LWCF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Morton Street	0.76	X	COM	DCR		A97/WPA	X		Roxbury	Commercial/Office/Business District	Parkways, Reservations & Beaches
Msgr. Roussin Play Area	0.32	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Mt. Pleasant Play Area	0.31	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Orchard Park	2.26	X	COB	BPRD		A97/USH/ UPARR	X	E	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Puddingstone Park	0.57	X	COB	BPRD		A97/BF	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Quincy Street Play Area	0.53	X	COB	BPRD		A97/USH	X	E	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Roxbury Heritage State Park I	1.76	X	COM	DCR		A97	X		Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
St. James Street Park	0.38	X	COB	BPRD		A97	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Trotter School Playground	1.24	X	COB	BPRD		A97/UPARR	X	E	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Warren Gardens/Gendrot Trust	1.35	X	BRA		BPRD	A97/DR	X		Roxbury	Open Space District	Urban Wilds & Natural Areas
White Stadium	12.57		COB	White Fund	BPS	A97	X		Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Winthrop Playground	1.56	X	COB	BPRD		A97/UPARR	X	G	Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Buckley Playground	0.66	X	COB	BPRD		A97	X	G	South Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Carson Beach	24.73	X	COM	DCR		A97/Ch91/ WPA	X		South Boston	Open Space District	Parkways, Reservations & Beaches
Children's Wharf Harborwalk	0.25	X	Private	BPRD	Private	A97/Easemnt/ Ch91/WPA	X	G	South Boston	Industrial District	Malls, Squares & Plazas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Christopher Lee Playground	5.44	X	COB	BPRD		A97/LWCF	X	G	South Boston	Residential District	Parks, Playgrounds & Athletic Fields
Columbia Road/Day Boulevard	17.19	X	COM	DCR		A97	X		South Boston	Open Space District	Parkways, Reservations & Beaches
Flaherty Park	0.25	X	COB	BPRD		A97	X	G	South Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Hawes Burying Ground	0.25	X	COB	BPRD		A97/Ch114S7	X	G	South Boston	Residential District	Cemeteries & Burying Grounds
Joe Moakley Park	58.77	X	COB	BPRD		A97/UPARR	X	G	South Boston	Open Space District	Parks, Playgrounds & Athletic Fields
L Street Beach	5.57	X	COB	BPRD		A97/Ch91/ WPA	X	G	South Boston	Open Space District	Parkways, Reservations & Beaches
Lincoln Square	0.20	X	COB	BPRD		A97	X	G	South Boston	Residential District	Malls, Squares & Plazas
M Street Beach	4.40	X	COM	DCR		A97/Ch91/ WPA	X		South Boston	Open Space District	Parkways, Reservations & Beaches
Marine Park	17.20	X	COM	DCR		A97	X		South Boston	Open Space District	Parkways, Reservations & Beaches
Medal of Honor Park	6.18	X	COB	BPRD		A97	X	G	South Boston	Residential District	Malls, Squares & Plazas
Orton Field	1.49	X	COB	BPRD		A97	X	G	South Boston	Residential District	Parks, Playgrounds & Athletic Fields
Reserved Channel	14.66	X	COM	DCR		A97/Ch91/ WPA	X		South Boston	Industrial District	Parkways, Reservations & Beaches
Strandway/Castle Island	47.70	X	COM	DCR		A97/Ch91/ WPA	X		South Boston	Open Space District	Parkways, Reservations & Beaches
Sweeney Playground	0.48	X	COB	BPRD		A97	X	G	South Boston	Residential District	Parks, Playgrounds & Athletic Fields
Thomas Park/Telegraph Hill	4.40	X	USA	NPS		NPS/NRHP	X		South Boston	Residential District	Malls, Squares & Plazas
Union Burying Ground	0.12	X	COB	BPRD		A97/Ch114S7	X	G	South Boston	Residential District	Cemeteries & Burying Grounds
Blackstone Square	2.44	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Braddock Park	0.09	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Bradford Street Play Area	0.05	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Carter Playground	4.91	X	COB	BPRD		A97/LWCF	X	G	South End	Open Space District	Parks, Playgrounds & Athletic Fields
Chester Park	0.89	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Childe Hassam Park	0.06	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Concord Square	0.15	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Franklin Square	2.48	X	COB	BPRD		A97/LWCF	X	G	South End	Residential District	Malls, Squares & Plazas
Harriet Tubman Square	0.20	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Hayes Park	0.28	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Hiscock Park	0.11	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Msgr. Reynolds Playground	0.31	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
O'Day Playground	0.72	X	COB	BPRD		A97/UPARR	X	G	South End	Open Space District	Parks, Playgrounds & Athletic Fields
Peters Park I	3.40	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Ramsay Park	5.49	X	COB	BPRD		A97/UPARR/U SH	X	G	South End	Open Space District	Parks, Playgrounds & Athletic Fields
Ringgold Park	0.38	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Rotch Playground	2.75	X	COB	BPRD		A97	X	G	South End	Industrial District	Parks, Playgrounds & Athletic Fields
South End South Burying Ground	1.48	A	COB	BPRD		A97/Ch114S7	X	G	South End	Residential District	Cemeteries & Burying Grounds
St. Helena's Park	0.17	X	COB	BPRD		A97	X	G	South End	Open Space District	Parks, Playgrounds & Athletic Fields
Titus Sparrow Park	1.75	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Union Park Square	0.37	X	COB	BPRD		A97	X	G	South End	Residential District	Parks, Playgrounds & Athletic Fields
Waltham Square	0.12	X	COB	BPRD		A97	X	G	South End	Industrial District	Malls, Squares & Plazas
West Rutland Square	0.16	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Worcester Square	0.34	X	COB	BPRD		A97	X	G	South End	Residential District	Malls, Squares & Plazas
Allandale Field	2.62	X	Private	BPRD	Private	A97/DR/WPA/ 100/GPOD	X	G	West Roxbury	Conservation Protection Subdistrict	Parks, Playgrounds & Athletic Fields
Allandale Woods I	49.00	X	COB	BPRD		A97/WPA/ GPOD	X	G	West Roxbury	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Allandale Woods II	10.59	X	COB	BCC	BPRD	A97/LWCF/ WPA	X		West Roxbury	Open Space District	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Allandale Woods III	29.16	X	Private	BCC	BPRD	A97/Easemnt/ WPA	X		West Roxbury	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Allandale Woods ROW	0.16	X	Private	BCC	Private+ BPRD	A97	X		West Roxbury	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Bellevue Hill Reservation	26.78	X	COM	DCR		A97	X		West Roxbury	Open Space District	Parkways, Reservations & Beaches
Billings Field	10.78	X	COB	BPRD		A97/LWCF	X	G	West Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Carroll Pond Playground	0.47	X	COB	BPRD		A97	X	G	West Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Draper Playground	5.79	X	COB	BPRD		A97	X	G	West Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Duffie Square	0.06	X	COB	BPRD		A97	X	G	West Roxbury	Residential District	Malls, Squares & Plazas
Dunbarton Woods I	0.69	X	COB	BCC	BPRD	A97	X		West Roxbury	Residential District	Urban Wilds & Natural Areas
Hancock Woods I	46.02	X	COM	DCR		A97/WPA	X		West Roxbury	Conservation Protection Subdistrict	Parkways, Reservations & Beaches
Havey Beach	15.33	X	COM	DCR		A97/WPA	X		West Roxbury	Open Space District	Parkways, Reservations & Beaches
Hynes Playground	6.36	X	COB	BPRD		A97	X	E	West Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Millennium Park I	82.53	X	COB		BPRD	SURF/WPA	X	E	West Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Millennium Park II	20.75	X	COB	BCC	BPRD	A97/SURF/ WPA	X		West Roxbury	Open Space District	Urban Wilds & Natural Areas
Piemonte Park	0.09	X	COB	BPRD		A97	X	G	West Roxbury	Open Space District	Malls, Squares & Plazas
Rivermoor III	0.50	X	COB	BCC	BPRD	A97/WPA	X		West Roxbury	Open Space District	Urban Wilds & Natural Areas
Sawmill Brook/Brook Farm	146.64	X	COM	DCR		A97/WPA/ NRHP	X		West Roxbury	Open Space District	Parkways, Reservations & Beaches
Stony Brook Reservation II	141.89	X	COM	DCR		A97/LWCF/ WPA	X		West Roxbury	Residential District	Parkways, Reservations & Beaches
VFW Parkway	13.17	X	COM	DCR		A97/WPA/ GPOD	X		West Roxbury	Commercial/Office/Business District	Parkways, Reservations & Beaches
West Roxbury Parkway	32.25	X	COM	DCR		A97/WPA	X		West Roxbury	Commercial/Office/Business District	Parkways, Reservations & Beaches
Westerly Burying Ground	0.90	X	COB	BPRD		A97/Ch114S7/ NRHP	X	G	West Roxbury	Open Space District	Cemeteries & Burying Grounds
Zero Quinn Way	0.03		COB	BPRD		A97	X	G	West Roxbury	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Gardens for Charlestown	0.36		Private			Land Trust			Charlestown	Commercial/Office/Business District	Community Gardens
10 Josephine Street Garden	0.07		CommGrp/NP	BUG		Land Trust			Dorchester	Residential District	Community Gardens
29 Josephine Street Garden	0.11		CommGrp/NP	BUG		Land Trust			Dorchester	Residential District	Community Gardens
Audrey Jacobs Memorial CG	0.10		BNAN			Land Trust			Dorchester	Residential District	Community Gardens
Barry Street Garden	0.09		CommGrp/NP	BUG		Land Trust			Dorchester	Residential District	Community Gardens
Bullard Street Garden	0.09		CommGrp/NP	BUG		Land Trust			Dorchester	Residential District	Community Gardens
Clayborne Street Garden	0.08		CommGrp/NP			Land Trust			Dorchester	Residential District	Community Gardens
Fannie Lou Hamer Community Garden	0.10		Private			Land Trust			Dorchester	Residential District	Community Gardens
Monadnock Street Garden	0.22		BNAN			Land Trust			Dorchester	Residential District	Community Gardens
Nightingale Garden	1.37		BNAN			Land Trust			Dorchester	Residential District	Community Gardens
Nonquit Green	0.36	X	CommGrp/NP			Land Trust			Dorchester	Residential District	Malls, Squares & Plazas
Quincy/Coleman Garden	0.30		CommGrp/NP			Land Trust			Dorchester	Residential District	Community Gardens
Spencer Street Garden	0.10		BNAN			Land Trust			Dorchester	Residential District	Community Gardens
Torrey Street Park Garden	0.07		CommGrp/NP	BUG		Land Trust			Dorchester	Residential District	Community Gardens
Wheatland Avenue Victory Garden	0.15		BNAN			Land Trust			Dorchester	Residential District	Community Gardens
Eagle Hill Memorial Park Garden	0.15		BNAN			Land Trust			East Boston	Residential District	Community Gardens
Joe Ciampa Garden	0.22		BNAN			Land Trust			East Boston	Open Space District	Community Gardens
Symphony Road Garden	0.30		BNAN			Land Trust			Fenway/Kenmore	Residential District	Community Gardens
Thompson Island	169.87		Private			Land Trust			Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Arcola Park Garden	0.07		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Malls, Squares & Plazas
BNAF Parcel	0.27	X	BNAN			Land Trust			Jamaica Plain/ Mission Hill	Open Space District	Urban Wilds & Natural Areas
Forbes Street Garden	0.37		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Kevin Fitzgerald Park	6.85	X	CommGrp/NP	FPP		Land Trust			Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Minton Stable Garden	0.67		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Open Space District	Community Gardens
Mission Hill Community Garden I	0.34		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Open Space District	Community Gardens
Nira Avenue Garden	0.17		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Paul Gore/Beecher Street Garden	0.51		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Open Space District	Community Gardens
Round Hill Street Garden	0.07		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Southwest Corridor Community Farm	0.61		CommGrp/NP	BCC	BUG	Land Trust/Esmnt			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
St Rose Street Garden	0.08		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Starr Lane Park	0.06		BNAN			Land Trust			Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Boston Nature Center	56.91	X	Private	MAS		Land Trust			Mattapan	Industrial District	Urban Wilds & Natural Areas
Clark/Cooper Community Garden	5.66		Private	MAS		Land Trust			Mattapan	Industrial District	Community Gardens
Lucerne/Balsam Street Garden	0.23		BNAN			Land Trust			Mattapan	Open Space District	Community Gardens
Leland Street Herb Garden	0.26		BNAN			Land Trust			Roslindale	Open Space District	Community Gardens

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Allan Crite Garden I	0.40		COB		Cooper Comm Garden Ctr	Land Trust			Roxbury	Residential District	Community Gardens
Dacia/Woodcliff Community Garden	0.29		BNAN			Land Trust			Roxbury	Residential District	Community Gardens
Granada Park Garden	0.30		BNAN			Land Trust			Roxbury	Residential District	Community Gardens
Greenwood Community Garden	0.20		BNAN			Land Trust			Roxbury	Residential District	Community Gardens
Highland Avenue Community Garden	0.10		BNAN			Land Trust			Roxbury	Open Space District	Community Gardens
Highland Park 400 Garden	0.64		CommGrp/NP			Land Trust			Roxbury	Residential District	Community Gardens
John Eliot Square Urban Wild II	0.10		BNAN			Land Trust			Roxbury	Residential District	Urban Wilds & Natural Areas
Julian, Judson, Dean Garden	0.19		BNAN			Land Trust			Roxbury	Residential District	Community Gardens
Kittredge Park	0.16	X	BNAN			Land Trust			Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Leyland Street Garden	0.39		BNAN			Land Trust			Roxbury	Residential District	Community Gardens
Margaret Wright Memorial Garden	0.13		CommGrp/NP			Land Trust			Roxbury	Residential District	Community Gardens
Nuestra Playground	0.23		BNAN			Land Trust			Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Savin/Maywood Street Garden	0.46		BNAN			Land Trust			Roxbury	Open Space District	Community Gardens
Winthrop Street Garden	0.11		BNAN			Land Trust			Roxbury	Open Space District	Community Gardens
Berkeley Street Garden	1.10		CommGrp/NP	SELROSLT		Land Trust			South End	Residential District	Community Gardens
Bessie Barnes Garden	0.13		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Bessie Barnes Park	0.10	X	CommGrp/NP	SELROSLT		Land Trust			South End	Residential District	Parks, Playgrounds & Athletic Fields
Dartmouth Garden	0.07		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Kendall & Lenox Streets Garden	0.43		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Northhampton St Community Garden	0.22		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Rutland Green	0.09		CommGrp/NP	SELROSLT		Land Trust			South End	Residential District	Community Gardens
Rutland's Haven Community Garden	0.11		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
RutlandWashington Comm Garden	0.28		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Warren & Clarendon Streets Garden	0.05		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Wellington Green	0.05		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
West Springfield Garden	0.16		CommGrp/NP	SELROSLT		Land Trust			South End	Open Space District	Community Gardens
Worcester Street Garden	0.58		CommGrp/NP	SELROSLT		Land Trust			South End	Residential District	Community Gardens
Leatherbee Woods	7.74	X	BNAN			Land Trust/ WPA			West Roxbury	Open Space District	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Boston College Athletic Fields	9.72		Private						Allston-Brighton	Institutional District	Parks, Playgrounds & Athletic Fields
Boston University Ball Diamond	1.68		Private						Allston-Brighton	Institutional District	Parks, Playgrounds & Athletic Fields
Crittenton Hospital	2.93		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Foster Street Hill	3.41		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Foster Street Rock	4.63		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Harvard Business School Athltc Flds	0.57		Private						Allston-Brighton	Institutional District	Parks, Playgrounds & Athletic Fields
Kennedy Rock	2.21		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Mount St. Joseph's Athletic Fields	4.19		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Nickerson Field	6.35		Private						Allston-Brighton	Institutional District	Parks, Playgrounds & Athletic Fields
North Beacon Allee	0.84		Private						Allston-Brighton	Conservation Protection Subdistrict	Malls, Squares & Plazas
Soldiers Field	61.97		Private						Allston-Brighton	Institutional District	Parks, Playgrounds & Athletic Fields
St Elizabeth's Hospital Campus	4.86	X	Private						Allston-Brighton	Conservation Protection Subdistrict	Malls, Squares & Plazas
St. John's Seminary	59.97		Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
The Cenacles	15.34	X	Private						Allston-Brighton	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Louisburg Square	0.32		Private						Back Bay/Beacon Hill	Residential District	Malls, Squares & Plazas
Prudential Center Plaza I	1.06	X	Private						Back Bay/Beacon Hill	Special Districts	Malls, Squares & Plazas
Prudential Center Plaza II	1.09	X	Private						Back Bay/Beacon Hill	Special Districts	Malls, Squares & Plazas
Prudential Center Plaza III	1.02	X	Private						Back Bay/Beacon Hill	Special Districts	Malls, Squares & Plazas
Temple Street Mall	0.42	X	Private						Back Bay/Beacon Hill	Residential District	Malls, Squares & Plazas
Aquarium Harborwalk	0.36	X	Private			Ch91/WPA			Central Boston	Special Districts	Malls, Squares & Plazas
Aquarium Plaza	0.53	X	Private			Ch91/WPA			Central Boston	Special Districts	Malls, Squares & Plazas
Federal Reserve Bank Harborwalk	0.08	X	Private			Ch91/WPA			Central Boston	Industrial District	Malls, Squares & Plazas
Grain Exchange Plaza	0.05	X	Private						Central Boston	Special Districts	Malls, Squares & Plazas
Jenney Plaza	0.13	X	Private						Central Boston	Special Districts	Malls, Squares & Plazas
Marketplace Plaza II	0.11	X	Private						Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Oak Terrace Playlot	0.03		Private						Central Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Oxford Place Playground	0.05		Private						Central Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Post Office Square Park	1.55	X	Private	BRA	Private				Central Boston	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Russia Walk Harborwalk	0.07	X	Private			CAT Mit/Ch91/ WPA			Central Boston	Industrial District	Malls, Squares & Plazas
Thoreau Path	3.86	X	Private						Central Boston	Residential District	Malls, Squares & Plazas
Tufts Wharf Harborwalk	0.16	X	Private			CAT Mit/Ch91/ WPA			Central Boston	Special Districts	Malls, Squares & Plazas
West End Recreation Complex	3.42		Private						Central Boston	Residential District	Parks, Playgrounds & Athletic Fields
Charlestown Naval Shipyard Park II	0.86	X	Private			LWCF/Ch91/ WPA			Charlestown	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Patrick J. Kelly Park	0.14		Private						Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
St Francis De Sales Cemetery	1.80		Private						Charlestown	Residential District	Cemeteries & Burying Grounds
Adams Rock	0.22		Private						Dorchester	Residential District	Urban Wilds & Natural Areas
Boston College HS Athletic Fields	19.17		Private						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Boston Gas Company Easement	5.15	X	Private	DCR		Easement			Dorchester	Special Districts	Parkways, Reservations & Beaches
Cedar Grove Cemetery	54.22		Private						Dorchester	Residential District	Cemeteries & Burying Grounds
Claymont Terrace	0.61		Private						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Codman Burying Ground	2.63		Private						Dorchester	Residential District	Cemeteries & Burying Grounds
Columbia Point Community Garden	0.15		Private						Dorchester	Commercial/Office/Business District	Community Gardens
Granite Avenue Ledge	0.38		Private						Dorchester	Special Districts	Urban Wilds & Natural Areas
Harbor Point Boulevard	2.31	X	Private						Dorchester	Residential District	Malls, Squares & Plazas
Huntoon Rock	0.17		Private						Dorchester	Residential District	Urban Wilds & Natural Areas
Keystone Shoreline	0.52		Private						Dorchester	Special Districts	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Meetinghouse Hill Churchyard	0.81		Private						Dorchester	Residential District	Malls, Squares & Plazas
Melvinside Play Area	0.40		Private						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Salvation Army Field	1.01		Private			100			Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
YMCA Community Park	1.03	X	Private						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Dom Savio Athletic Field	3.11		Private						East Boston	Residential District	Parks, Playgrounds & Athletic Fields
Don Orione	4.74		Private						East Boston	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
East Boston Social Centers Playlot	0.33		Private						East Boston	Residential District	Parks, Playgrounds & Athletic Fields
Shore Plaza East Garden	0.09		Private						East Boston	Special Districts	Community Gardens
South Shore Plaza Courts	0.23		Private			WPA/Ch91			East Boston	Special Districts	Parks, Playgrounds & Athletic Fields
South Shore Plaza Park	0.50		Private						East Boston	Special Districts	Malls, Squares & Plazas
Suffolk Downs Infield	28.38		Private			WPA/ACEC/ Ch91			East Boston	Industrial District	Parks, Playgrounds & Athletic Fields
Temple Ohabei Shalom Cemetery	2.34		Private						East Boston	Open Space District	Cemeteries & Burying Grounds
Beth Israel/Deaconess Plaza	0.50	X	Private						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
BU Grounds	2.54	X	Private						Fenway/Kenmore	Residential District	Malls, Squares & Plazas
Christian Science Plaza	9.92	X	Private						Fenway/Kenmore	Special Districts	Malls, Squares & Plazas
Emanuel College Grounds	3.62		Private						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Fenway Park	7.60		Private						Fenway/Kenmore	Industrial District	Parks, Playgrounds & Athletic Fields
Forsyth Way	0.29	X	Private						Fenway/Kenmore	Residential District	Malls, Squares & Plazas
Harvard Medical School Quadrangle	1.71	X	Private						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Huntington-Vancouver Triangle	0.14	X	Private						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Wentworth Field	2.98		Private						Fenway/Kenmore	Institutional District	Parks, Playgrounds & Athletic Fields
Wentworth Grounds	3.29	X	Private						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Windsor School Athletic Field	4.37		Private						Fenway/Kenmore	Residential District	Parks, Playgrounds & Athletic Fields
DeForest Urban Wild II	0.35		Private						Hyde Park	Residential District	Urban Wilds & Natural Areas
Euclid Street	3.85		Private			WPA			Hyde Park	Industrial District	Urban Wilds & Natural Areas
Monterey Hilltop II	0.10		Private						Hyde Park	Residential District	Urban Wilds & Natural Areas
Mother Brook I	0.37		Private			WPA			Hyde Park	Residential District	Urban Wilds & Natural Areas
Neponset River Corridor	1.19		Private			WPA			Hyde Park	Residential District	Urban Wilds & Natural Areas
Oak Lawn Cemetery	10.41		Private						Hyde Park	Commercial/Office/Business District	Cemeteries & Burying Grounds
Oak Lawn Golf Range	12.16		Private						Hyde Park	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Pleasant View II	1.13		Private						Hyde Park	Commercial/Office/Business District	Urban Wilds & Natural Areas
Sprague Pond Lakeside Access	1.07		Private			WPA			Hyde Park	Industrial District	Parks, Playgrounds & Athletic Fields
Allegheny Street	0.21		Private						Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Allegheny Street	1.51		Private						Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Bowditch Garden	0.14		Private						Jamaica Plain/ Mission Hill	Residential District	Community Gardens
Brigham Circle Plaza	0.22	X	Private						Jamaica Plain/ Mission Hill	Commercial/Office/Business District	Malls, Squares & Plazas
Centre Street Tract	1.45	X	Private			100			Jamaica Plain/ Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Chapman	5.85		Private						Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Dana Greenhouses	5.03	X	Private			100/GPOD			Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Parks, Playgrounds & Athletic Fields
Daughters of St Paul	11.71		Private						Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
First Church Cemetery	0.63		Private						Jamaica Plain/ Mission Hill	Residential District	Cemeteries & Burying Grounds

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Hellenic College Athletic Field	3.41		Private						Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Parks, Playgrounds & Athletic Fields
Hellenic Hill I	17.70		Private			100/GPOD			Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Hellenic Hill II	6.37		Private			100/GPOD			Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
Iroquois Street Woods	1.04	X	Private	BCC		Temporary Easement			Jamaica Plain/ Mission Hill	Institutional District	Urban Wilds & Natural Areas
Judge Street	0.15		Private						Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Lawn Street Garden	0.13		Private						Jamaica Plain/ Mission Hill	Open Space District	Community Gardens
Parley Vale Preserve	0.70		Private	BCC		Easement			Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Rock Hill	0.23		Private						Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Showa	19.70		Private						Jamaica Plain/ Mission Hill	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
South Street Tract	5.26	X	Private			100/GPOD			Jamaica Plain/ Mission Hill	Residential District	Parks, Playgrounds & Athletic Fields
Williams Street I	1.77		Private						Jamaica Plain/ Mission Hill	Residential District	Urban Wilds & Natural Areas
Gladeside II	0.90		Private						Mattapan	Residential District	Urban Wilds & Natural Areas
Harvard-Livermore Tract	5.65		Private						Mattapan	Residential District	Urban Wilds & Natural Areas
Mattahunt Woods II	3.83		Private			WPA			Mattapan	Residential District	Urban Wilds & Natural Areas
Mattahunt Woods Buffer	1.02		Private						Mattapan	Residential District	Urban Wilds & Natural Areas
Currier Woods II	0.56		Private						Mattapan	Residential District	Urban Wilds & Natural Areas
Savannah Woods II	0.73		Private						Mattapan	Residential District	Urban Wilds & Natural Areas
New Calvary Cemetery	54.37		Private						Mattapan	Open Space District	Cemeteries & Burying Grounds
Pendergast Preventorium	6.81		Private			WPA			Mattapan	Residential District	Urban Wilds & Natural Areas
Revision House Urban Farm #1	0.35		Private						Mattapan	Residential District	Community Gardens
St. Mary's Cemetery	10.62		Private						Mattapan	Open Space District	Cemeteries & Burying Grounds
St. Michael's Cemetery	46.50		Private						Mattapan	Open Space District	Cemeteries & Burying Grounds
Calvary Cemetery	42.51		Private						Roslindale	Residential District	Cemeteries & Burying Grounds
Canterbury Brookside II	0.49		Private			WPA			Roslindale	Commercial/Office/Business District	Urban Wilds & Natural Areas
Forest Hills Cemetery	243.73	X	Private			WPA			Roslindale	Open Space District	Cemeteries & Burying Grounds
Metropolitan Woods II	2.94		Private						Roslindale	Residential District	Urban Wilds & Natural Areas
Roslindale Wetlands Urban Wild II	3.25		Private			WPA/100			Roslindale	Residential District	Urban Wilds & Natural Areas
Toll Gate Cemetery	0.90		Private						Roslindale	Open Space District	Cemeteries & Burying Grounds
Walter Street Tract	14.19	X	Private			100			Roslindale	Residential District	Parks, Playgrounds & Athletic Fields
Alpine Street	4.47		Private						Roxbury	Residential District	Urban Wilds & Natural Areas
Boys Club Park	0.82	X	Private						Roxbury	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Egleston Community Garden	0.24		Private						Roxbury	Residential District	Community Gardens
Esparanza Garden	0.11		Private						Roxbury	Residential District	Community Gardens
First Church Yard	1.60		Private						Roxbury	Institutional District	Malls, Squares & Plazas
Juniper Terrace	1.58		Private						Roxbury	Residential District	Urban Wilds & Natural Areas
NCAAA Museum Grounds	0.84		Private						Roxbury	Institutional District	Malls, Squares & Plazas
St. Joseph's Garden	0.20		Private						Roxbury	Open Space District	Community Gardens
St. Monica's	0.62		Private						Roxbury	Residential District	Urban Wilds & Natural Areas
The Food Project Lot #3	0.11		Private						Roxbury	Residential District	Community Gardens
YMCA Athletic Field	1.93		Private						Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Binford Street Park	0.45	X	Private			CAT Mit			South Boston	Industrial District	Malls, Squares & Plazas
Children's Museum Plaza	0.14	X	Private			Ch91/WPA			South Boston	Industrial District	Malls, Squares & Plazas
Fan Pier Harborwalk	1.50	X	Private			Ch91/WPA			South Boston	Special Districts	Malls, Squares & Plazas
Fort Point Channel Harborwalk	2.45	X	Private			CAT Mit/Ch91/ WPA			South Boston	Industrial District	Malls, Squares & Plazas
Boston Medical Center Campus	131.00	X	Private						South End	Institutional District	Malls, Squares & Plazas
Frederick Douglass Green	0.92		Private						South End	Special Districts	Parks, Playgrounds & Athletic Fields
Harrison Urban Garden	0.20		Private						South End	Residential District	Community Gardens
Unity Towers Garden	0.07		Private						South End	Residential District	Community Gardens
Catholic Memorial H.S. Athltc Fld	7.26		Private						West Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
Centre Marsh	3.72		Private						West Roxbury	Residential District	Urban Wilds & Natural Areas
Congregation Mishkan Tefia Cemetery	9.59		Private						West Roxbury	Open Space District	Cemeteries & Burying Grounds
Dana Road II	0.35		Private						West Roxbury	Residential District	Urban Wilds & Natural Areas
Dunbarton Woods II	0.05		Private			100			West Roxbury	Residential District	Urban Wilds & Natural Areas
Gethsemane Cemetery	20.81		Private						West Roxbury	Open Space District	Cemeteries & Burying Grounds
Grove Street Cemetery	24.87		Private						West Roxbury	Open Space District	Cemeteries & Burying Grounds
Hancock Woods II	1.95		Private			WPA			West Roxbury	Conservation Protection Subdistrict	Parkways, Reservations & Beaches
Mount Benedict Cemetery	79.63		Private						West Roxbury	Conservation Protection Subdistrict	Cemeteries & Burying Grounds
Mount Lebanon Cemetery	48.59		Private						West Roxbury	Open Space District	Cemeteries & Burying Grounds
Oak Ridge	0.18		Private						West Roxbury	Residential District	Urban Wilds & Natural Areas
Praught/Bunker Fields	4.92		Private						West Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Roxbury Latin School Athletic Field	30.00		Private						West Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
Roxbury Latin School Woods	23.65		Private			WPA			West Roxbury	Conservation Protection Subdistrict	Urban Wilds & Natural Areas
St John Chrysostom Tract	4.31		Private			100			West Roxbury	Residential District	Urban Wilds & Natural Areas
St. Joseph's Cemetery	128.28		Private						West Roxbury	Conservation Protection Subdistrict	Cemeteries & Burying Grounds
West Roxbury Quarry	84.99		Private						West Roxbury	Conservation Protection Subdistrict	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Brighton HS Hillside	1.43	X	COB						Allston-Brighton	Residential District	Malls, Squares & Plazas
Commonwealth Plaza	0.16	X	MTA		Private				Allston-Brighton	Institutional District	Malls, Squares & Plazas
Commonwealth Tenants Assn CG	0.35		BHA						Allston-Brighton	Residential District	Community Gardens
Euston Path Rock	0.39		COB						Allston-Brighton	Open Space District	Urban Wilds & Natural Areas
Jackson-Dunboy Square	0.06	X	COB						Allston-Brighton	Open Space District	Malls, Squares & Plazas
Public Grounds	0.50	X	COB						Allston-Brighton	Commercial/Office/Business District	Malls, Squares & Plazas
Turnpike Overlook	3.15		MTA						Allston-Brighton	Open Space District	Urban Wilds & Natural Areas
Union Square Plaza	0.08	X	COB						Allston-Brighton	Open Space District	Malls, Squares & Plazas
Wilson Park	0.10	X	COB						Allston-Brighton	Open Space District	Malls, Squares & Plazas
Belvidere/Dalton Plaza	0.15	X	COB						Back Bay/Beacon Hill	Commercial/Office/Business District	Malls, Squares & Plazas
Blackwood/Claremont Garden	0.09		MBTA		DCR				Back Bay/Beacon Hill	Open Space District	Community Gardens
Copley Place Plaza	0.29	X	MTA		Private				Back Bay/Beacon Hill	Special Districts	Malls, Squares & Plazas
Follen Garden	0.09		MBTA		DCR				Back Bay/Beacon Hill	Open Space District	Community Gardens
Greenwich/Cumberland Garden	0.09		MBTA		DCR				Back Bay/Beacon Hill	Open Space District	Community Gardens
Harcourt/West Canton Garden	0.05		MBTA		DCR				Back Bay/Beacon Hill	Open Space District	Community Gardens
Somerset Street Plaza	0.93	X	COM						Back Bay/Beacon Hill	Special Districts	Malls, Squares & Plazas
Southwest Corridor Park I	3.70	X	MBTA		DCR	100			Back Bay/Beacon Hill	Open Space District	Parkways, Reservations & Beaches
State House Park	1.24	X	COM						Back Bay/Beacon Hill	Open Space District	Malls, Squares & Plazas
175 Federal	0.18	X	MTA			CAT Mit			Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Armenian Heritage Park	0.41		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Atlantic Avenue Plantings	0.58	X	MBTA						Central Boston	Special Districts	Malls, Squares & Plazas
Ausonia Plaza	0.20	X	BRA						Central Boston	Residential District	Malls, Squares & Plazas
Broad Street Park	0.07	X	COB						Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Cardinal Cushing Park	0.41	X	BRA						Central Boston	Open Space District	Malls, Squares & Plazas
China Gate Park	0.28	X	MTA			CAT Mit			Central Boston	Open Space District	Malls, Squares & Plazas
Chinatown Park	0.76	X	MTA			CAT Mit			Central Boston	Open Space District	Malls, Squares & Plazas
Dewey Square Plaza	1.15	X	MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Eliot Norton Park II	0.16	X	BRA						Central Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Endicott Triangle	0.35		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
I-90 Interchange	0.20		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Leather District Park	0.34		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Liberty Square	0.03	X	COB			BF			Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Lincoln Street Park	0.16	X	MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Marketplace Plaza I	0.33	X	BRA						Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
New Center for Arts and Culture	1.95		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
New Chardon Square	1.91	X	COM						Central Boston	Special Districts	Malls, Squares & Plazas
North End Park	2.83	X	MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
North Square	0.07	X	COB						Central Boston	Residential District	Malls, Squares & Plazas
North Street Park	0.24		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Old City Hall Grounds	0.23	X	BRA						Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Pagoda Park	0.40	X	MTA						Central Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Pemberton Square Access	0.13	X	COB						Central Boston	Special Districts	Malls, Squares & Plazas
Pemberton Square I	0.18	X	BRA						Central Boston	Open Space District	Malls, Squares & Plazas
Pemberton Square II	1.06	X	COB						Central Boston	Open Space District	Malls, Squares & Plazas
Pine Street Park	0.27		BRA						Central Boston	Residential District	Parks, Playgrounds & Athletic Fields
Portal Park	0.32	X	MTA			CAT Mit			Central Boston	Open Space District	Malls, Squares & Plazas
Quincy Market Square	2.19	X	BRA		Private				Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Revere Plaza	1.39		MTA			CAT Mit/ Ch91/WPA			Central Boston	Open Space District	Malls, Squares & Plazas
RFK Greenway I	0.24		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
RFK Greenway II	0.67		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
RFK Greenway III	1.54		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
RFK Greenway IV	1.03		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Richmond & North Streets Park	0.10	X	MTA		BPRD	License		G	Central Boston	Residential District	Parks, Playgrounds & Athletic Fields
School Street Park	0.08	X	BRA		Private				Central Boston	Special Districts	Malls, Squares & Plazas
Summer Street Park	0.52	X	MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
West End Park	0.36		MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Wharf District Park	4.71	X	MTA			CAT Mit			Central Boston	Special Districts	Malls, Squares & Plazas
Winthrop Square	0.15	X	COB						Central Boston	Commercial/Office/Business District	Malls, Squares & Plazas
13th Street Circle Garden	0.06	X	COB			Ch91/WPA			Charlestown	Special Districts	Community Gardens
8th Street Circle Garden	0.05	X	COB			Ch91/WPA/ 100			Charlestown	Special Districts	Community Gardens
9th Street Circle Garden	0.05	X	COB			Ch91/WPA			Charlestown	Special Districts	Community Gardens
Austin & Main Plaza	0.12	X	BRA						Charlestown	Commercial/Office/Business District	Malls, Squares & Plazas
Bunker Hill CC Athletic Fields	21.06		COM						Charlestown	Institutional District	Parks, Playgrounds & Athletic Fields
CANA Portal	1.15		MTA			CAT Mit			Charlestown	Residential District	Malls, Squares & Plazas
Charlestown H.S. Athletic Fields	9.63	X	COB		BPRD	Ch91/WPA			Charlestown	Open Space District	Parks, Playgrounds & Athletic Fields
Charlestown Overlook	0.21		BRA						Charlestown	Residential District	Urban Wilds & Natural Areas
Charlestown Parcel 6	0.12		MTA			CAT Mit			Charlestown	Commercial/Office/Business District	Malls, Squares & Plazas
Charlestown Sprouts Garden	0.37		COB			Ch91/WPA			Charlestown	Open Space District	Community Gardens
Corey Street Court	0.18	X	BHA						Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
Galvin Green	5.13	X	COM			CAT Mit			Charlestown	Residential District	Malls, Squares & Plazas
Hunter Playground	1.16	X	BRA						Charlestown	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Mt. Vernon Street Plaza	0.15	X	Massport						Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
O'Reilly Way Court	0.53	X	BHA						Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
Rutherford Union Playground	0.27	X	BRA		BPRD	100			Charlestown	Residential District	Parks, Playgrounds & Athletic Fields
Sullivan Square	1.62	X	COB						Charlestown	Residential District	Malls, Squares & Plazas
Calf Pasture I	5.84	X	COB			Ch91/WPA/ 100			Dorchester	Institutional District	Urban Wilds & Natural Areas
Calf Pasture II	12.39	X	COM			Ch91/WPA			Dorchester	Institutional District	Urban Wilds & Natural Areas
Clementine Park	0.03		COB						Dorchester	Residential District	Community Gardens
Codman Square	0.34	X	COB						Dorchester	Residential District	Malls, Squares & Plazas
Columbia Road Totlot	0.30		COB						Dorchester	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Kennedy Library Harborwalk	3.32	X	USA			Ch91/WPA			Dorchester	Industrial District	Malls, Squares & Plazas
Lucy Stone Schoolyard	0.78	X	COB						Dorchester	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Lydon Way Garden	0.19		COB						Dorchester	Residential District	Community Gardens
McCormack School Ball Field	1.44	X	COB						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Meetinghouse Hill Overlook	0.41	X	COB						Dorchester	Residential District	Urban Wilds & Natural Areas
Nellie Miranda Memorial Park	0.08	X	COB		BPRD			G	Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Nonquit Street Garden	0.15		COB						Dorchester	Residential District	Community Gardens
Norton Street Playground	0.07	X	BRA						Dorchester	Residential District	Parks, Playgrounds & Athletic Fields
Norton/Stonehurst Garden	0.08		COB						Dorchester	Residential District	Community Gardens
O'Donnell Square II	0.02	X	COB		BPRD			G	Dorchester	Residential District	Malls, Squares & Plazas
The Humps	0.93	X	COB						Dorchester	Residential District	Urban Wilds & Natural Areas
UMass Boston Athletic Fields	18.47		COM						Dorchester	Industrial District	Parks, Playgrounds & Athletic Fields
UMass Boston Campus Ctr Oval	1.66	X	COM			WPA/Ch91			Dorchester	Institutional District	Malls, Squares & Plazas
UMass Harborwalk	13.09	X	COM			Ch91/WPA			Dorchester	Institutional District	Parkways, Reservations & Beaches
Bayswater Street	1.70	X	Massport						East Boston	Special Districts	Urban Wilds & Natural Areas
Belle Isle Coastal Preserve	1.63	X	COB		BPRD	WPA/Ch91/ ACEC			East Boston	Open Space District	Urban Wilds & Natural Areas
Bonito Square	0.06	X	COB						East Boston	Residential District	Malls, Squares & Plazas
Bremen Street Park	11.19	X	MTA			CAT Mit			East Boston	Special Districts	Parks, Playgrounds & Athletic Fields

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Decatur & Meridien Streets Park	0.25	X	MTA						East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
East Boston Piers Park	6.79	X	Massport						East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Festa Field	0.99		Massport						East Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Lewis Mall	1.27	X	BHA						East Boston	Open Space District	Malls, Squares & Plazas
Lewis Mall Harborpark	0.25	X	COB			WPA/Ch91			East Boston	Special Districts	Malls, Squares & Plazas
Lombardi Memorial Park	0.62	X	BHA						East Boston	Residential District	Malls, Squares & Plazas
Massport Harborwalk	3.53	X	Massport			Airport Mit			East Boston	Industrial District	Malls, Squares & Plazas
Mendoza Square	0.03	X	COB						East Boston	Commercial/Office/Business District	Malls, Squares & Plazas
Our Garden	0.34		COB						East Boston	Residential District	Community Gardens
Porzio Park II	1.66	X	COB		BPRD	Ch91/WPA/ 100		G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Scarmella/Maverick Square	0.40	X	COM						East Boston	Open Space District	Malls, Squares & Plazas
Umana School Park	2.52	X	COB			Ch91/WPA			East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Veterans Park II	0.23	X	MTA		BPRD			G	East Boston	Open Space District	Parks, Playgrounds & Athletic Fields
Wood Island Bay Edge	3.37		Massport						East Boston	Special Districts	Urban Wilds & Natural Areas
Wood Island Bay Marsh	68.22		Massport			Airport Mit			East Boston	Industrial District	Urban Wilds & Natural Areas
Hemenway Forsyth Square	0.06	X	COB						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Higginson Park	0.08	X	COB						Fenway/Kenmore	Commercial/Office/Business District	Malls, Squares & Plazas
Huntington Square	0.04	X	COB						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Huntington-Hemenway Mall	0.02	X	COB						Fenway/Kenmore	Residential District	Malls, Squares & Plazas
Mass Art Campus	0.31	X	COM						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Mass Art Park	0.15	X	COB						Fenway/Kenmore	Institutional District	Malls, Squares & Plazas
Oscar Tugo Circle	0.06	X	COB						Fenway/Kenmore	Residential District	Malls, Squares & Plazas
Southwest Corridor Park III	0.20	X	MBTA		DCR				Fenway/Kenmore	Open Space District	Parkways, Reservations & Beaches
Deer Island	91.33	X	MWRA			Ch91/WPA			Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Lighthouse Island	3.12		USA		USCG	Ch91/WPA			Harbor Islands	No Zoning Classification Available	Urban Wilds & Natural Areas
Long Island	225.19	X	COB			Ch91/WPA			Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Moon Island	54.09		COB			Ch91/WPA			Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Rainsford Island	21.65	X	COB			Ch91/WPA			Harbor Islands	No Zoning Classification Available	Parkways, Reservations & Beaches
Pleasant View I	0.07	X	COB						Hyde Park	Commercial/Office/Business District	Urban Wilds & Natural Areas
West and Austin Streets	0.29	X	COB		BPRD			G	Hyde Park	Residential District	Urban Wilds & Natural Areas
Agassiz Community & School Garden	0.19	X	COB						Jamaica Plain/Mission Hill	Commercial/Office/Business District	Community Gardens
Anson Street Garden	0.17		MBTA		DCR				Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Bromley Heath Play Area	0.82	X	COB						Jamaica Plain/Mission Hill	Residential District	Parks, Playgrounds & Athletic Fields
English H.S. Athletic Fields	7.63	X	COB		BPRD				Jamaica Plain/Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Hall/Boynton Street Garden	0.14	X	COM						Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Heath Square	0.07	X	COB						Jamaica Plain/Mission Hill	Residential District	Malls, Squares & Plazas
Hennigan Schoolyard	1.86	X	COB			100			Jamaica Plain/Mission Hill	Residential District	Parks, Playgrounds & Athletic Fields
Johnson Park II	0.17	X	COB			100			Jamaica Plain/Mission Hill	Open Space District	Parks, Playgrounds & Athletic Fields
Lamartine/Hubbard Streets Garden	0.06		MBTA		DCR				Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Lawndale Terrace Garden	0.09		MBTA		DCR				Jamaica Plain/Mission Hill	Open Space District	Community Gardens

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
McBride Garden	0.06		MBTA		DCR				Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Mission Hill Community Garden II	0.16		BRA						Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Oakdale Street Community Garden	0.16		MBTA		DCR				Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Oakview Terrace	0.10	X	COB						Jamaica Plain/Mission Hill	Open Space District	Malls, Squares & Plazas
South Street BHA Community Garden	0.15		COB						Jamaica Plain/Mission Hill	Residential District	Community Gardens
South Street Community Garden	0.47		COM						Jamaica Plain/Mission Hill	Open Space District	Community Gardens
Southwest Corridor Park V	30.12	X	MBTA		DCR	100			Jamaica Plain/Mission Hill	Open Space District	Parkways, Reservations & Beaches
Tobin Community Center Garden	0.30		COB						Jamaica Plain/Mission Hill	Institutional District	Community Gardens
Williams Street III	0.17	X	COB						Jamaica Plain/Mission Hill	Open Space District	Urban Wilds & Natural Areas
Blue Hill Rock	0.45	X	BHA						Mattapan	Residential District	Urban Wilds & Natural Areas
Boston Nature Center_Visitor Ctr	2.00	X	COB	White Fund	MAS	Trust Fund			Mattapan	Industrial District	Parks, Playgrounds & Athletic Fields
Canterbury Brookside I	3.57		COM			WPA/100			Mattapan	Special Districts	Urban Wilds & Natural Areas
Franklin Field BHA Garden	0.43		COB						Mattapan	Residential District	Community Gardens
Franklin Field BHA Green	0.70	X	COB						Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Franklin Field BHA Playground	0.39	X	COB						Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Franklin Hill BHA Court	0.31	X	BHA						Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Franklin Hill Green	0.50	X	BHA						Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Mattahunt Woods I	9.61	X	COB			WPA			Mattapan	Residential District	Urban Wilds & Natural Areas
Mattahunt School Entrance Plaza	0.37	X	COB						Mattapan	Residential District	Malls, Squares & Plazas
Mattahunt Schoolyard	3.31	X	COB						Mattapan	Residential District	Parks, Playgrounds & Athletic Fields
Mattahunt School Woods	0.96	X	COB						Mattapan	Residential District	Urban Wilds & Natural Areas
Currier Woods I	1.43	X	COB						Mattapan	Residential District	Urban Wilds & Natural Areas
Savannah Woods I	3.20	X	COB						Mattapan	Residential District	Urban Wilds & Natural Areas
Olmsted Green	57.66		COM						Mattapan	Industrial District	Parks, Playgrounds & Athletic Fields
State Public Health Campus	20.44		COM						Mattapan	Industrial District	Parks, Playgrounds & Athletic Fields
Arnold Arboretum III	1.17	X	MBTA		Private	100			Roslindale	Open Space District	Parks, Playgrounds & Athletic Fields
Boundary I	6.93	X	COB			WPA/100			Roslindale	Residential District	Urban Wilds & Natural Areas
Canterbury I	1.23	X	COB			WPA			Roslindale	Residential District	Urban Wilds & Natural Areas
Delano Park	0.21	X	COB						Roslindale	Residential District	Malls, Squares & Plazas
Metropolitan Woods I	0.07	X	COB						Roslindale	Residential District	Urban Wilds & Natural Areas
Philbrick School Garden	0.04		COB						Roslindale	Residential District	Community Gardens
Southwest Boston Garden Club	1.52		MBTA		CmmGrp /NP				Roslindale	Residential District	Community Gardens
Allan Crite Garden II	0.04		BRA	BNAN	Cooper CGC				Roxbury	Open Space District	Community Gardens
American Legion Highway	6.78	X	COB		BPRD	100			Roxbury	Commercial/Office/Business District	Parkways, Reservations & Beaches
Blue Hill Avenue	2.53	X	COB						Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Boston Evening Academy Garden	0.21		COB						Roxbury	Residential District	Community Gardens
Boston Latin Academy Play Area	0.47	X	COB			100			Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
Cedar Street Garden I	0.42		COB		Cooper CGC				Roxbury	Open Space District	Urban Wilds & Natural Areas
Cedar Street Garden II	0.08		BRA						Roxbury	Open Space District	Urban Wilds & Natural Areas

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
Centre Place Garden	0.14		COB						Roxbury	Residential District	Community Gardens
Ceylon Park II	0.50	X	BRA						Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Columbia Road Mall	2.13	X	COB		BPRD				Roxbury	Residential District	Malls, Squares & Plazas
ELC Playlot	0.45	X	COB						Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Grove Hall Plaza	0.09	X	COB						Roxbury	Open Space District	Malls, Squares & Plazas
Higginson Schoolyard	0.35	X	COB						Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
John Eliot Square	0.07	X	COB						Roxbury	Residential District	Malls, Squares & Plazas
John Eliot Square Urban Wild I	0.23		COB						Roxbury	Residential District	Urban Wilds & Natural Areas
King School Park	0.71	X	BRA						Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Madison Park H.S. Athletic Fields	9.61	X	COB						Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
Magazine Street Garden	0.19		COB						Roxbury	Residential District	Community Gardens
Magnolia & Woodford Streets Garden	0.15		COB						Roxbury	Residential District	Community Gardens
Martin Luther King Boulevard	0.44	X	COB			100			Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Mason Schoolyard	0.38	X	COB						Roxbury	Industrial District	Parks, Playgrounds & Athletic Fields
Peace Park I	0.08	X	BRA						Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Peace Park II	0.20	X	COB						Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Peace Park III	0.01	X	COM						Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Phyllis Wheatley/Warren Place	0.18		COB						Roxbury	Residential District	Community Gardens
Rockledge Street	0.53	X	COB		BPRD			G	Roxbury	Open Space District	Urban Wilds & Natural Areas
Roxbury Heritage State Park II	0.40	X	COB		DCR	100			Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
Southwest Corridor Park IV	9.70	X	MBTA		DCR				Roxbury	Open Space District	Parkways, Reservations & Beaches
The Food Project Lot #1	0.56		COB						Roxbury	Residential District	Community Gardens
The Food Project Lot #2	0.77		COB						Roxbury	Residential District	Community Gardens
Wakullah St CG	0.10		BRA						Roxbury	Residential District	Community Gardens
Waldren Road Garden	0.09		COB						Roxbury	Residential District	Community Gardens
Warren Street	1.09	X	COB						Roxbury	Commercial/Office/Business District	Malls, Squares & Plazas
Whittier Playground	0.28	X	COB						Roxbury	Open Space District	Parks, Playgrounds & Athletic Fields
Boston Design Center Plaza	0.61	X	BRA						South Boston	Industrial District	Malls, Squares & Plazas
Children's Wharf Park	0.94	X	BRA	BPRD	Private	Mitigation/ Ch91/WPA			South Boston	Industrial District	Parks, Playgrounds & Athletic Fields
Dry Dock Plaza	0.24	X	BRA			Ch91/WPA			South Boston	Industrial District	Malls, Squares & Plazas
Eastport Park	1.08	X	Massport						South Boston	Special Districts	Parks, Playgrounds & Athletic Fields
Fan Pier Plaza	2.37	X	USA			Ch91/WPA			South Boston	Special Districts	Malls, Squares & Plazas
Marine Industrial Park Entrance I	1.24	X	BRA						South Boston	Industrial District	Malls, Squares & Plazas
Marine Industrial Park Entrance II	0.01	X	Massport						South Boston	Industrial District	Malls, Squares & Plazas
Rolling Bridge Park	2.05	X	MTA			CAT Mit/ Ch91/WPA			South Boston	Commercial/Office/Business District	Malls, Squares & Plazas
South Boston Maritime Park	0.88	X	Massport						South Boston	Industrial District	Parks, Playgrounds & Athletic Fields
Sterling Square	1.04	X	BHA						South Boston	Residential District	Malls, Squares & Plazas
Veterans Memorial Park	0.20	X	BHA						South Boston	Residential District	Parks, Playgrounds & Athletic Fields
Wormwood Park	0.13	X	USA		USPS	CAT Mit			South Boston	Industrial District	Malls, Squares & Plazas
Braddock Park Garden	0.09		MBTA		DCR				South End	Residential District	Community Gardens
Carter School Grounds	0.49	X	COB			100			South End	Residential District	Parks, Playgrounds & Athletic Fields
Castle Square Parks	0.94	X	BRA						South End	Residential District	Parks, Playgrounds & Athletic Fields
Chandler/Tremont Plaza	0.23	X	COB						South End	Commercial/Office/Business District	Malls, Squares & Plazas
Frederick Douglass Peace Garden	0.11	X	BRA						South End	Residential District	Community Gardens
Massachusetts Avenue Malls	0.43	X	COB						South End	Commercial/Office/Business District	Malls, Squares & Plazas
Melnea Cass Boulevard	3.04	X	COM						South End	Industrial District	Parkways, Reservations & Beaches
Newland Street Park	0.14	X	COB						South End	Open Space District	Parks, Playgrounds & Athletic Fields
Peters Park II	0.42	X	BRA		BPRD	100			South End	Residential District	Parks, Playgrounds & Athletic Fields
Saranac/New Castle Garden	0.15		MBTA		DCR				South End	Open Space District	Community Gardens

Open Space Site Name	Acres	PA	Ownership	Open Space Ownership/ Jurisdiction	Open Space Mgt	Protection	POS	C	Neighborhood	General Zoning Districts	Open Space Type
South End Library Park	0.17	X	COB		BPRD			G	South End	Commercial/Office/Business District	Parks, Playgrounds & Athletic Fields
Southwest Corridor Park II	5.31	X	MBTA		DCR	100			South End	Open Space District	Parkways, Reservations & Beaches
Union Park Street Playground	0.53	X	COB		BPRD	Lease		UC	South End	Special Districts	Parks, Playgrounds & Athletic Fields
United Nbhd of Lower Roxbury CG	0.28		COM						South End	Residential District	Community Gardens
Washington Manor Comm Garden	0.02		BHA						South End	Special Districts	Community Gardens
Watson Park I	0.06		BRA						South End	Residential District	Parks, Playgrounds & Athletic Fields
Watson Park II	0.02		BHA						South End	Residential District	Parks, Playgrounds & Athletic Fields
Wellington Common	0.11	X	MBTA		DCR				South End	Open Space District	Community Gardens
Dana Road I	2.58	X	COB						West Roxbury	Residential District	Urban Wilds & Natural Areas
New Haven Street	10.34		MBTA			WPA			West Roxbury	Residential District	Urban Wilds & Natural Areas
Ohrenberger Recreation Complex	3.80	X	COB						West Roxbury	Residential District	Parks, Playgrounds & Athletic Fields
Ohrenberger Woodland	3.82	X	COB						West Roxbury	Residential District	Urban Wilds & Natural Areas
Rivermoor I	7.71	X	USA		US COE	WPA			West Roxbury	Open Space District	Urban Wilds & Natural Areas
Rivermoor II	1.03	X	BRA			WPA/100			West Roxbury	Open Space District	Urban Wilds & Natural Areas
West Roxbury H.S. Athletic Fields	13.42	X	COB		BPRD	100		G	West Roxbury	Institutional District	Parks, Playgrounds & Athletic Fields
West Roxbury High School Marsh	21.20	X	COB			WPA/100/ GPOD			West Roxbury	Institutional District	Urban Wilds & Natural Areas

Section 6
Community Vision

Section 6.1: Description of the Process

INTRODUCTION

This Open Space Plan Update comes out of the ideas and information provided by the residents of Boston through surveys and public meetings, along with input from agency officials, field work, and review of past information. The planning and public participation process has been described in Part 2, the Introduction to this plan.

The Planning Process and Public Participation portion of Section 2 (Introduction) described the use of a standardized questionnaire to survey public opinion on open space in Boston as the major means of providing input into the plan. The results of the survey are presented here.

A brief statement of community goals and priorities will be presented in Section 6.2, Statement of Open Space and Recreation Community Goals.

SURVEY QUESTIONNAIRE AND RESULTS

Questionnaire Development, Distribution, and Coding
The Design and Construction Unit of the Parks Department devised a survey questionnaire with the goal of learning the needs of a cross section of the public. Given limited staff and budgetary resources, the questionnaire was used to elicit a large amount of information by providing a broad range of standardized response categories that could be easily coded in a short period of time. In fact, most of the completed surveys were submitted via an internet-based survey firm known as Zoomerang. This process enabled the coding of the standardized responses to be limited to the surveys submitted by paper versions (in both English and Spanish) distributed to the neighborhood branches of the public library, and the Boston Community Centers located in most neighborhoods.

Notices about the survey, and the opportunity for public input and comment, were provided via press releases to citywide and local newspapers, and via the Mayor's Office of Neighborhood Services e-mail "blast list." This blast list is sent to anyone wishing to be

included, and typically includes neighborhood associations, non-profit groups such as community development corporations, activist citizens, and elected officials. It was also noticed via e-mails sent to a list of community groups concerned with open space in Boston, as well as a list of permit holders for athletic facilities and special events in the city's parks. It was noticed on the first page of the city's own home web page for a limited time, and was noticed on the Parks Department's home web page, with a direct portal to the survey hosted by the Zoomerang web site. The survey period was January 1 to March 15, 2007.

A total of 1,202 surveys were submitted, though some were incomplete: 218 of these surveys were submitted on paper versions of the questionnaire, either by mail, or collected at the public library branches or the branches of the Boston Community Centers. Almost 100 surveys were eliminated from consideration, as the respondents were either persons residing outside of Boston city limits and used parks outside Boston city limits, or persons who had submitted specious responses to the online survey. As a result, a total of 1,105 surveys were analyzed (versus only 298 surveys in the 2002-2006 plan's survey sample).

The new questionnaire had some questions based on the questionnaire used for the survey done for the 2002-2006 plan, such as age, neighborhood, length of residency, size of household, name of the park used most often and the nearest park, changes sought in that park, and changes sought in the general neighborhood's open space.

We then added questions that sought to obtain more information about actual use of the parks by the respondents. We asked about general activities undertaken in the park used most often, what sports, if any, the respondents used the park for now, and what sports they anticipated using the park for five years hence. We also asked what time of day and the week they use the park in addition to demographic information such as age, gender, race/ethnic origin, household size, and availability of motor vehicles to their household, and the disability status of any members of their household.

A copy of the questionnaire is shown at the end of Section 6.1, before the collection of Tables and Figures for this section.

The 218 paper questionnaires were coded, then added to the results for the online survey submissions. The Microsoft Access database software was used for the coding of the paper surveys.

The output was then converted to the Microsoft Excel spreadsheet software for analysis and presentation along with the online results.

Survey Results

Note: For all tables and figures, wherever N (the number of responses or frequency of choice) is greater than 0, but the percent figure is 0%, "0%" should be taken to mean "less than 1%."

DEMOGRAPHIC CHARACTERISTICS OF RESPONDENTS

Neighborhood Residency

While the proportional distribution of survey respondents across city neighborhoods is generally comparable to the actual distribution as found in the 2000 Census, 8 out of the 15 BRA-designated neighborhood planning districts have a variance of 3% or more between the population of the census versus the survey sample (see Table 6-1). Table 6-1 also shows the sample population distribution by neighborhood for the survey done for the 2002-2006 plan.

There appears to be no systematic bias toward one neighborhood or another to account for the variability in the new sample versus the 2000 census. Dorchester and East Boston both have diverse populations, yet Dorchester is underrepresented while East Boston is overrepresented. West Roxbury is an affluent community, while poverty is more prevalent in Roxbury, yet both communities are underrepresented.

While the 2000 census population of Jamaica Plain is 6% of the city's population, the new sample's percent is 17%, a difference of 11 percentage points. As we mentioned in the discussion in the 2002-2006 plan, one likely explanation is that Jamaica Plain, with its considerable acreage of public open space and its good public transit access to downtown, is a popular location for residents in the city with a stronger than average appreciation of the role of open space in daily life. This neighborhood has a history of organizing to protect existing open space resources and create new open spaces, such as the Southwest Corridor Park. Therefore, it has a considerable number of long-term stakeholders with an acute awareness of the need for open space in daily life. Many of these stakeholders have a history of organizing and activism at the local level on land use and environmental issues. Therefore, they would be likely to complete and return the survey questionnaire, and consequently be overrepresented in the new survey sample.

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The neighborhood distribution comparison between the survey sample population and the census-derived population did not include the respondents who were not residents of Boston. The Residence Location of Respondents table (see Table 6-2 and Figure 6-1) shows the residence distribution for the entire sample, including the non-Boston residents who use Boston parks (Boston residents who most often used parks outside of Boston were also included in the sample).

Age

The age distribution of survey respondents compared to the general population (2000 census) is quite different, yet understandable (see Table 6-3 and Figure 6-2). While 17% of city residents are 14 years or younger, only 1% of the survey respondents were in that age group. However, it would be expected that caregivers such as parents or guardians would represent their interests through participation in the survey.

The phenomenon of under-representation reappears for ages 18 to 20, likely due to the general orientation of this age group on education and the establishment of careers. We find instead that respondents aged 25 to 59 are overrepresented as compared to the population as a whole. This would be the age group that are or aim to be long-term stakeholders in the community with the greatest interest in local land use and environmental issues that could affect their families and their homes, usually their most significant investment. The older age groups, 75 and older, are somewhat underrepresented in the sample as compared to the city's general population.

Given the sample distribution, it is expected that while the 17 and under age group is underrepresented, its interests are considered in the responses of the overrepresented 25 to 59 age group. The group that is most vulnerable to under-representation is the 18 to 20 age group. The 25 to 59 age group may not adequately consider their needs, especially given rapid changes in recreation trends. However, given the goal of the Department toward broadly serving all users to the maximum extent feasible, and the recreation trend toward continuing recreation pursuits begun at younger ages for the long-term health benefits, it can be assumed that despite the different shape of the sample's age distribution curve, the sample can be relied upon to generally reflect the concerns and needs of the city's overall population. Another factor to consider is that many of the 18 to 20-year-old residents are students at college: the trend for many colleges is to provide on-campus health/fitness facilities,

both indoors and outdoors, as a means to promote health, relieve stress, and provide social opportunities for its students. Yet oftentimes, colleges and their students do resort to off-campus open spaces for a variety of reasons.

Gender
A small percent of the sample, 8%, left this question blank. Those 92% of respondents who answered were comparable to the Census 2000 population in terms of gender distribution: 52% of respondents, like the City of Boston population in 1999, were female, while 48% were male (Table 6-4 and Figure 6-3).

Latino Status
Ninety percent (90%) of the sample indicated their Latino status. In comparison to the Census 2000 SF1 count of Latino status, the sample shows a slight under-representation: 10% of the sample identified themselves as Latino, versus 14% of the citywide population (Table 6-5 and Figure 6-4). The distribution among Latino groups shows some differences between the sample and the citywide population. While the Puerto Rican and Dominican groups are underrepresented, the Cuban and Mexican groups are overrepresented. The category "Other Latino," was the modal category (most frequent response) among the Latino groups in the sample, and matched the citywide percentage at 7%.

Race or Ethnic Origin
Most (88%) of the respondents provided their racial characterization or ethnic origin. The large majority, 97%, identified themselves with only one race/ethnic origin characterization, while 3% identified themselves with two or more race/ethnic origin characterizations (Table 6-6 and Figure 6-5). The modal category (most frequent response) was White, with 82% of respondents; the next most frequent category was "Some Other Race" alone, at 6%, then Black alone with 5%, and Asian alone with 3%. Those who selected two or more race/ethnic origin characterizations also represented 3% of the sample.

Comparison to the Boston figures from the 2000 Census shows a notable difference between the sample figures and the citywide figures in the Black and Asian categories. The most likely explanation for this phenomenon may be that many persons in the Black or Asian race/ethnic origin categories may not have ready access to computers. While public library branches and Boston

Community Center branches do have computers available, the online survey was set up to not allow more than one submission per computer to avoid/reduce the chance of a single respondent submitting multiple surveys. Newspaper notices that indicated the availability of paper surveys in local distribution were supplied throughout the city, but the need to visit a local library or community center branch may have been an obstacle to some. Another reason may be that the sample includes non-residents; many areas around Boston have a far lower share of non-White residents than does Boston.

Years as Boston Resident
Because of the presence of non-residents in the sample, we interpreted the responses to this to mean either living within Boston city limits or in the Boston metropolitan area. Most of the respondents, 87%, offered a response to this question. More than half, 58%, have lived in Boston 16 years or less, and 36% have lived eight years or less in Boston (Table 6-7 and Figure 6-6). Yet 33% of the sample are long-term residents of Boston, 17-45 years, while 6% were very long term residents, in the 56 years and above range.

Table 6-8 and Figure 6-7 show an interesting comparison between the length of residency in Boston distribution. In the sample for the survey done for the 2002-06 plan, the distribution is weighed more toward the longer-term residents than in the sample for the 2007-11 plan.

Size of Household
The 2007-11 plan survey asked the question about household size (Table 6-9 and Figure 6-8). The modal category (most frequent response) was a two-person household, at 35% of respondents. The next largest category was one-person households at 20%, with three- and four person households at 17% each.

Comparing the sample distribution to the citywide Census 2000 distribution yields interesting results (Table 6-10 and Figure 6-9). Most notable is the 17 percent difference between the Census and the sample results for 1-person households, 37% versus 20% respectively. In the 2- to 4-person household size range, the sample shows a larger share than the census: 69% of the sample stated they were in 2- to 4-person households, versus 53% of the citywide population described by the Census.

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Number of Vehicles Available

As motor vehicles can help individuals gain access to a broader range of recreational opportunities beyond reasonable walking distance, the survey sought information on the number of cars available to the respondent's household: 91% of respondents provided a response to this question (Table 6-11). Of those who provided a response, the modal category (most frequent response) was one car per household at 46% of respondent households, followed by two cars per household at 31% (Table 6-11 and Figure 6-10). The third most frequent category was no cars per household at 17% of respondent households.

When a comparison was made to the citywide figures from the 2000 Census, a notable difference was seen (Table 6-12 and Figure 6-11): while the percent share of the number of households with one car and with three or more cars was similar, the percent share for the households with no cars and with two cars available were "mirror images." Where 31% of the sample households had two cars per household, 35 % of Boston households had no cars per households; on the other hand, where 17% of the sample had no cars per household, 17% of Boston households had two cars per households. Put another way, while over one-third of Boston households have no car available, a bit less than one-fifth of the sample households have no car available.

Disability Status

The survey desired to obtain information on disability status of household members of the respondent's household. The question was similar to one used in the 1999 US Census questionnaire. It sought the type of disabilities experienced by household members: sensory, such as blindness, deafness, or other severe sensory impairment; substantial physical limitations; mental difficulties with learning, memory, or concentration; difficulties with self-care or going outside the home, or employment-related disabilities. Respondents could select one or more such disability categories to describe the disability status of household members. Certain persons may have more than one disability; for example, employment disability would likely overlap with one of the other disability categories.

Out of 1,105 respondents in the sample (Table 6-13), 82% either left these items blank, or answered all six questions "No." Eighteen percent (18%) provided a "Yes" response to at least one of the six disability status questions: 18% of respondents said they were members of a household that had at least one member with a

disability. In 1999, 24% of persons 16 and over in Boston (non-institutionalized civilians) had a disability.

Looking at the distribution of disability types or status, we see by looking at Figures 6-12 and 6-13 that both distributions have a similar shape: difficulties going outside the home and employment disability are the two most frequent categories for both the sample and the citywide population; the next most frequent categories are physical limitations and mental difficulties; and the two least frequent are sensory and self-care-related disabilities.

Parks Used by Respondents & Their Households

Park Used Most Often
We wanted to find out what park the respondents and their household members used most often. We first asked them to report what park they lived nearest, and then asked them if they used that park the most often. If not, we asked them to report which park they did use most often. We then developed the response list for the parks respondents and their household members used most often from the results from these three questions.

Nearest Park We found that 70% of the respondents most often used the park they reported as nearest their home, while 25% said they used another park, and 3% did not use any park (2% left this question blank) (Table 6-14 and Figure 6-14).

Park Used Most Often It comes as no surprise that the top nine parks cited by respondents most frequently as being used most often by themselves or their household members were generally larger, regional scale parks (Table 6-15 and Figure 6-15). Five of the top nine are parks in the Emerald Necklace system: the Arnold Arboretum (6%), Boston Common (6%), the Back Bay Fens (4%), Franklin Park (4%), and Jamaica Pond (4%), totaling 24% or nearly one-quarter of responses to this question. After the Arnold Arboretum, the second most frequently cited park was the Charles River Reservation (6%), which straddles Beacon Hill, Back Bay, the Fenway/Kenmore neighborhood, and Allston-Brighton. Other regional parks in the top nine were Joe Moakley Park (formerly Columbus Park) at 5%, and East Boston Piers Park at 4%.

The next 11 most often used parks are a more varied lot (Table 6-15 and Figure 6-16). Three are South End parks, two of which are

small in acreage, Titus Sparrow Park (1%) and Ringgold Park (3%). Peters Parks is a larger South End park with an athletic field. Two are parks in Jamaica Plain, which are larger sub-regional parks: Olmsted Park (1%) and the English High School Athletic Fields (2%). Another two are larger parks in Allston-Brighton with athletic facilities, Ringer (2%) and Rogers (1%). East Boston has one park in this "next 11" tier, American Legion Playground (2%). The Public Garden, an Emerald Necklace park which serves several neighborhood is also in this second tier (1%). The Southwest Corridor Park, a regional greenway park, serves many neighborhoods in Boston (3%). Millennium Park is a .regional park with athletic fields, grasslands, woodlands, and striking views that attracts many users (2%) despite its isolated location in low-density southwest Boston.

The remainder of the parks cited by respondents as the one they or their household members use most often are scattered throughout the city.

Interestingly, 4% of respondents, who were city residents, cited a park outside of the city limits. This response, the eighth most frequently provided, puts it into the upper tier or top nine response categories for park used most often. Questionnaires by respondents who were non-residents and cited a park outside of the city of Boston as the park they used most often were excluded from the 1,105 surveys analyzed for the sample.

Frequency of Park Visitation and Time of Visitation
Table 6-16 presents the results of the question regarding park visitation: i.e., the number of days per month, during the season the park used most often is most frequently visited, the respondents or his/her household's other members visited the park used most often. The modal response categories, in the aggregated ranges, were four to six days, and nine to 12 days per month (20% each). The next most frequent categories were 20 to 22 days, and 30 to 31 days per month (12% each).

Overall, it can be seen that a further grouping of the range categories is possible: 33% are in the 20- to 31-day "higher frequency" range, 30% in the 9- to 19-day "moderate frequency" range, and 38% are in the 1- to 8-day "lower frequency" range of visitation.

Based on Table 6-17 and Figure 6-18, it appears that the time of week for visiting the park they use most often occurs both on

weekends and weekdays by 85% of respondents, versus weekends only by 10%, and weekdays only by 5%.

The results for the question on what time of day the park is used (Table 6-18 and Figure 6-19) shows that most respondents, 65%, used the park both in the daytime and evenings. The next most frequent choice, by 27% of the respondents, was daytime only. Evenings only was chosen by 8% of the respondents.

Means of Travel to and from the Park
The question was asked about what means of travel the respondent or members of his/her family usually used to travel to the park. The modal category (most frequent response) by far was walking at 73% with the second most frequent category private motor vehicle at 13% (Table 6-19 and Figure 6-20). Bicycling and running/jogging came in tied for third, both at 5%, and public transportation at 4%.

Activities Pursued in the Park

General Activity Type Park Used For
We asked survey participants what general types of activities they or members of their household pursued in the park. We found that the top three activities were ones that were the most basic. "Exercise/Fitness" had the most responses, 454 (as respondents were allowed to pick up to three choices, a percent of the whole reporting of results is not possible) (Table 6-20 and Figure 6-21). "Simple Relaxation/Passive Recreation" was second at 437, while "Enjoy Nature" was third at 421. Activities with more social contexts involved were the next most popular, from "Spending Time with Family/Friends" at 318 responses (almost 100 fewer responses than "Enjoy Nature"), "Take Child for Free Play" (260), "Organized (Team) Sports" (232), "Walk Your Dog" (211), and "Attend Special Events" (206). "Taking Child for Organized Sports" was, surprisingly, the least chosen activity, at 49 responses.

Current Sports/Activities Played in Park
We asked survey participants what sports they or their household members pursued in the park. An extensive list of responses occurred, so we ordered the sports activities by descending frequency of response (Table 6-21 and Figures 6-22 and 6-23). Walking was the most frequent choice, at 401 responses. Figure 6-22 shows the top 10 most frequent choices, and Figure 6-23 shows

the next 10 most frequent choices. In the top 10, the most notable result was the 217 responses for Ultimate Frisbee, a football-style game played with a flying disc, often organized in league play.

Desired Sports/Activities 5 Years Hence
We asked survey participants what sports they saw themselves or members of their household playing over the next five years. We saw some change occurring, with Bicycling getting more responses to become the second most frequently chosen sports activity (230) (Table 6-22 and Figures 6-24 and 6-25). Two sports that were not in the top 20 in the current sports pursued responses are now in the top 20 of anticipated sports to be pursued responses. Canoeing/Kayaking and Bouldering/Climbing are respectively the 13th (56 responses) and 20th (42 responses) most frequently cited sports projected to be undertaken over the next five years.

Change in Sports/Activity Participation
In Table 6-23, we see a comparison between what respondents cited as the current sports or activities pursued in the park and what they projected over the next five years. The column "% Change" represents the relative change anticipated. As can be seen, small changes in sports or activities with small absolute participation numbers can yield a large percent change. For example, a 300% increase in participation is seen in Fishing, but the absolute increase in numbers of participants as seen in this survey is only 12: that is, currently four persons cited Fishing as a current pursuit, while 16 persons projected participation in it over the next five years.

By performing a descending sort by the frequency of current sports/activity participation, the phenomenon for which the respondent has the most knowledge about actual behavior, the most popular sports/ activities in absolute numbers are at the top of the order. This enables a potential understanding of anticipated behavior patterns for the largest number of park users. Among the top 20 sports/activities currently undertaken by respondents (see also Figures 6-26 and 6-27), the largest participation increases are in Softball (75%), Tennis (68%), Inline/Roller Skating (56%), Little League Baseball (50%), Baseball (43%), and Ice Skating (43%). Other notable increases include Flag Football (42%), Skateboard (39%), Football (36%), and Soccer (24%). Walking (1%) and Track & Field (0%) remain stable with little or no change projected in participation, but Bicycling (16%) and Running (11%) show moderate increases. Among the sports/activities with less

participation, Bouldering/Climbing (163%), Canoeing/Kayaking (115%), and Sailing/Boating (115%) are ones with modest current participation but sizable increases projected by the respondents over the next five years.

Nature-Oriented Activities Pursued in Park
The survey asked respondents to choose from an array of activities which they pursued, if any, to enjoy nature in the park. By far the modal activity (most frequent response) was "View Scenery without Aid of Guides or Guidebooks while Walking, Running, Bicycling, Riding Wheelchair, Sitting, Boating, Etc." at 596 responses. The next most frequent activity response was "Participate in Natural Area Clean-Up or Improvement Projects" at 287 responses, and the third most frequent activity response was "Nature Photography" at 212 responses. Of the two nature-oriented activities that involve a substantial science-based knowledge of nature, "Birding" and "Plant or Animal Identification Using Guidebook (Non-Birding)," Birding was more frequently chosen (191 responses), versus Plant or Animal Identification (76 responses). Nature interpretation categories, such as Self-Guided Nature Walks with Brochures or Signs (89 responses), Guided Nature Walks (80 responses), or Boston Park Ranger Guided Tours (51 responses), were on the low end of the frequency of choices for this question.

Changes Desired in Open Space

Changes Desired in the Park Most Used
The questionnaire asked respondents what changes they and their household members would like to see in the park they used most often. They were presented with an array of choices, which were originally developed from the coding of the open-ended versions of this question in the survey done for the 2002-2006 plan. Not surprisingly, the modal category (most frequent response) was "Improve Maintenance" (421 responses), followed by "Improve Vegetation/Landscape" (307 responses), and "Improve Existing Facilities" (266 responses) (Table 6-5 and Figure 6-29).

In a second tier of response frequency are the following changes, in order of descending frequency: "Improve Public Safety" (231 responses), "Improve Dog Control" (218 responses), "More Active Facilities (Sports-Oriented)" (187 responses), "Address Dog Owners' Needs" (178 responses), and "Improve or Add Programs & Special Events" (176 responses).

Perceived Neighborhood Open Space Needs
The questionnaire asked respondents what they and their household members believed are their neighborhood's open space needs. They were presented with an array of choices, which were originally developed from the coding of the open-ended versions of this question in the survey done for the 2002-2006 plan. Not surprisingly, the modal category (most frequent response) was "Improve Maintenance" (337 responses), followed by "Protect Open Space from Conversion to Non-Open Space Uses" (289 responses), and Improve Existing Park Facilities" (262 responses) (Table 6-26 and Figures 6-30 and 6-31).

In a second tier of response frequency are the following needs, in order of descending frequency: "Improve Vegetation (Landscape)" (221 responses), "Improve Public Safety" (219 responses), "Improve Dog Control" (196 responses), "More Sports Facilities (Ball Fields, Courts, Etc.)" (194 responses), "More Open Space in The Neighborhood" (188 responses), "Address Dog Owners' Needs" (176 responses), and 'Improve Natural Areas (Woods, Wetlands, Marshes, Etc.)" (169 responses). Figure 6-31 presents graphically the distribution of choices among the next ten most frequently perceived neighborhood open space needs.

Park Support Group Participation

Participation in Park Support Group
The questionnaire asked respondents whether they volunteered for or participated in a park-related support group. Table 6-27 and Figure 6-32 illustrates the results: One-third of the sample (33%) said they did volunteer for or participate in a park-related support group. This may seem like a surprisingly high positive response rate. However, as the notification of the survey was made to community improvement groups, park support groups, and sports leagues, this response result is not very surprising. It also indicates that many respondents are familiar with conditions in the parks and open space they use and know in their neighborhood, and the survey responses better reflect knowledgeable public opinion on this subject.

Type of Support Group Participation
The questionnaire then asked those who said they did participate in park-related support groups what type of group it was: the results are found in Table 6-28 and Figure 6-33. The most frequent choice was Friends Group (a name typically used for an interest group that

advocates and works for the improvement of a specific park or set of parks) at 167 responses; the next most frequent choice was the Open Space Committee of a Neighborhood Association at 127 responses. Community Garden or Beautification Groups, Other Groups, and Youth Sports Leagues were in the second tier of response frequency. The least frequent response was Adult Sports League.

Section 6.2: Statement of Open Space and Recreation Community Vision and Goals

INTRODUCTION

Based on community input through the new Open Space Plan Update Survey, and through correspondence, the City of Boston through its Parks and Recreation Department prepared a set of community goals that will be integrated with a subsequent analysis of needs to develop the plan's Goals and Objectives presented in Section 8.

COMMUNITY VISION: Visioning the Future of Open Space

The vision or endpoint for our efforts to plan for open space in Boston can be as vast as the dreams of the over half a million residents of Boston. But we can certainly outline a set of commonly held images that can inspire, and have been inspired by, the imaginations of residents and professionals alike throughout the discussions that have lead up to this plan.

- Parks that are cleaner than ever with well-maintained play equipment, courts, and fields;
- Parks with programming by the Boston Park Rangers, arts groups, and sports, fitness, and recreation providers;
- Play lots that are safe, widely available, that stimulate child development, and provide meeting places for parents and other caregivers;
- Recreational facilities that respond to changing demographics and provide youth and adults alike with opportunities for healthy activity, team building, and bolstering self-esteem;
- Youth programming that encourages leadership, accomplishment, and productive activity;
- Greenways, trails, and bikeways between parks and along the seashore and riverbanks linking neighborhoods as well as open spaces;
- Burying grounds maintained as attractive, historical assets for their neighborhoods;
- Community gardens protected and designed with community enhancement in mind;

Community Vision

- Urban wilds and natural areas protected, maintained, and interpreted through community/non-profit/government partnerships;
- Improved access to open space through public transit and non-motorized travel, as well as improved vehicular routes and well-designed streetscapes;
- Acquisition of key open space parcels to protect viewsheds, watersheds, and habitats, buffer existing open spaces, and provide needed recreational facilities;
- Continual improvement and innovation in park and open space design, maintenance, and programming;
- Corporate and business involvement in open space creation, funding, and enhancement;
- Community empowerment through involvement in decision making about the design and care of parks and open spaces; and
- Stable and enhanced funding for the citywide system of open spaces.

COMMUNITY OPEN SPACE AND RECREATION GOALS

The Community Setting section of this plan (Section 3) has indicated that Boston's population includes a variety of ages in a community where density varies from the urban to the suburban. The Environmental Inventory and Analysis section (Section 4) has indicated that Boston is blessed with resources that give it a special sense of place, such as Boston Harbor and Dorchester Bay, and the rivers tributary to them – the Charles, the Muddy, the Mystic, Chelsea Creek, and the Neponset. The Open Space Inventory section (Section 5) arrays the various open spaces that are used to fulfill current open space needs, or have the potential to fulfill future needs. Based on a review of previous goals and policies, the current community setting, current assessment of environmental conditions, and a review of public input (especially Section 6.1's open space opinion survey), three primary goals emerged:

- Protect and improve the existing system of open spaces throughout the city through capital rehabilitation (planning, design, and engineering), maintenance, programming, and other system operations to meet existing and new challenges placed on them as the city changes and grows.

- Create new opportunities for meeting open space needs through the city-building and neighborhood development processes.

Community Vision

- Protect the environmental resources of the open space system to enable the restoration and maintenance of their high quality and to reduce the costs of mitigating adverse consequences.

6. Which sports, if any, do you and members of your household play in the park? (Check off up to three (3) choices)

- ☐ SOCCER
- ☐ CRICKET
- ☐ IRISH FOOTBALL
- ☐ SOFTBALL
- ☐ BASKETBALL
- ☐ RACQUETBALL
- ☐ TRACK & FIELD
- ☐ WALKING
- ☐ ICE SKATING
- ☐ HORSESHOES
- ☐ SAILING/BOATING
- ☐ GOLF
- ☐ NOT APPLICABLE
- ☐ FOOTBALL
- ☐ LACROSSE
- ☐ ULTIMATE FRISBEE
- ☐ LITTLE LEAGUE BASEBALL
- ☐ TENNIS
- ☐ STREET HOCKEY
- ☐ RUNNING
- ☐ BICYCLING
- ☐ INLINE/ROLLER SKATING
- ☐ BOCCE
- ☐ CANOEING/KAYAKING
- ☐ FISHING
- ☐ OTHER: _____
- ☐ FLAG FOOTBALL
- ☐ RUGBY
- ☐ BASEBALL
- ☐ FIELD HOCKEY
- ☐ HANDBALL
- ☐ VOLLEYBALL
- ☐ RACE WALKING
- ☐ SKATEBOARDING
- ☐ CROSS COUNTRY SKIING
- ☐ NETBALL
- ☐ BOULDERING/CLIMBING
- ☐ DO NOT PLAY ANY SPORTS

7. Which sports, if any, do you see you and members of your household playing in the park over the *next five years*? (Check off up to three (3) choices)

- ☐ SOCCER
- ☐ CRICKET
- ☐ IRISH FOOTBALL
- ☐ SOFTBALL
- ☐ BASKETBALL
- ☐ RACQUETBALL
- ☐ TRACK & FIELD
- ☐ WALKING
- ☐ ICE SKATING
- ☐ HORSESHOES
- ☐ SAILING/BOATING
- ☐ GOLF
- ☐ NOT APPLICABLE
- ☐ FOOTBALL
- ☐ LACROSSE
- ☐ ULTIMATE FRISBEE
- ☐ LITTLE LEAGUE BASEBALL
- ☐ TENNIS
- ☐ STREET HOCKEY
- ☐ RUNNING
- ☐ BICYCLING
- ☐ INLINE/ROLLER SKATING
- ☐ BOCCE
- ☐ CANOEING/KAYAKING
- ☐ FISHING
- ☐ OTHER: _____
- ☐ FLAG FOOTBALL
- ☐ RUGBY
- ☐ BASEBALL
- ☐ FIELD HOCKEY
- ☐ HANDBALL
- ☐ VOLLEYBALL
- ☐ RACE WALKING
- ☐ SKATEBOARDING
- ☐ CROSS COUNTRY SKIING
- ☐ NETBALL
- ☐ BOULDERING/CLIMBING
- ☐ DO NOT PLAY ANY SPORTS

8. What activities do you and members of your household pursue to enjoy nature in the park? (Check off up to three (3) choices)

- ☐ PLANT OR ANIMAL IDENTIFICATION USING GUIDEBOOK (NON-BIRDING)
- ☐ BIRDING (BIRD WATCHING)
- ☐ NATURE PHOTOGRAPHY
- ☐ TAKE GUIDED NATURE WALKS
- ☐ TAKE BOSTON PARK RANGER GUIDED TOURS
- ☐ USE SELF-GUIDED TOURS WITH AID OF BROCHURE OR SIGNS
- ☐ VIEW SCENERY WITHOUT AID OF GUIDES OR GUIDEBOOKS WHILE WALKING, RUNNING, BICYCLING, RIDING WHEELCHAIR, SITTING, BOATING, ETC.
- ☐ PARTICIPATE IN NATURAL AREA CLEAN-UP OR IMPROVEMENT PROJECTS
- ☐ DO NOT PURSUE ANY SUCH ACTIVITIES
- ☐ NOT APPLICABLE
- ☐ OTHER _____

9. What way do you usually travel to and from the park?

- ☐ WALK
- ☐ RUN/JOG
- ☐ SKATEBOARD
- ☐ INLINE/ROLLER SKATE
- ☐ WHEELCHAIR
- ☐ BICYCLE
- ☐ PUBLIC TRANSPORTATION (BUS, SUBWAY, TROLLEY)
- ☐ TAXICAB/LIVERY
- ☐ ZIPCAR
- ☐ PRIVATELY-HELD MOTOR VEHICLE (SUCH AS CAR, TRUCK, VAN, MOTORCYCLE, MOTOR SCOOTER)
- ☐ NOT APPLICABLE

10. Thinking of the season you most often use the park, what time of the week do you and members of your household typically use the park?

- ☐ WEEKDAYS ONLY
- ☐ WEEKENDS ONLY
- ☐ BOTH WEEKDAYS AND WEEKENDS

11. Thinking of the season you most often use the park, what time of the day do you and members of your household typically use the park?

- ☐ DAY TIME ONLY
- ☐ EVENINGS ONLY
- ☐ BOTH DAY TIME AND EVENINGS

12. What changes, if any, would you and members of your household like to see in the park? (Check off up to three (3) choices)

- ☐ IMPROVE MAINTENANCE
- ☐ IMPROVE VEGETATION (LANDSCAPE)
- ☐ IMPROVE EXISTING PARK FACILITIES
- ☐ IMPROVE OR ADD PROGRAMS & SPECIAL EVENTS
- ☐ IMPROVE PUBLIC SAFETY
- ☐ IMPROVE ACCESS
- ☐ ADDRESS DOG OWNERS' NEEDS
- ☐ IMPROVE DOG CONTROL
- ☐ MORE ACTIVE FACILITIES (SPORTS-ORIENTED)
- ☐ MORE PASSIVE FACILITIES (RELAXATION-ORIENTED)
- ☐ MORE LINEAR FACILITIES (PATHS/TRAILS)
- ☐ NO CHANGE NEEDED
- ☐ OTHER _____
- ☐ UNDECIDED/NO ANSWER

13. *In your neighborhood*, what do you believe are the park, recreation, and open space needs? (Check off up to three (3) choices)

- ☐ IMPROVE OR ADD PROGRAMS & SPECIAL EVENTS
- ☐ IMPROVE VEGETATION (LANDSCAPE)
- ☐ PROTECT OPEN SPACE FROM CONVERSION TO NON-OPEN SPACE USES
- ☐ MORE OPEN SPACE IN THE NEIGHBORHOOD
- ☐ MORE REGIONAL OPEN SPACE IN THE NEIGHBORHOOD
- ☐ IMPROVE ACCESS
- ☐ IMPROVE MAINTENANCE
- ☐ IMPROVE EXISTING PARK FACILITIES
- ☐ IMPROVE NATURAL AREAS (WOODS, WETLANDS, MARSHES, ETC.)
- ☐ MORE SPORTS FACILITIES (BALL FIELDS, COURTS, ETC.)
- ☐ MORE LINEAR OPEN SPACE (WALKING/BIKING PATHS, TRAILS, ETC.)
- ☐ MORE PASSIVE OPEN SPACE (GREEN SPACE PARKS)
- ☐ MORE CHILDREN'S PLAY LOTS
- ☐ ADDRESS DOG OWNERS' NEEDS
- ☐ IMPROVE DOG CONTROL
- ☐ IMPROVE PUBLIC SAFETY
- ☐ IMPROVE OR ADD COMMUNITY GARDENS
- ☐ NOTHING NEEDED
- ☐ OTHER _____
- ☐ UNDECIDED/NO ANSWER

If you answered Question 2 , "DON'T USE ANY PARKS," please skip to Question 16.

14. Do you or a member of your household volunteer or participate in a park-related support group?

- ☐ YES
- ☐ NO

15. Answer this question only if you answered YES to question 14: What park-related support groups do you or a member of your household volunteer for or participate in? (Check off up to three (3) choices)

- ☐ FRIENDS GROUP
- ☐ YOUTH SPORTS LEAGUE
- ☐ ADULT SPORTS LEAGUE
- ☐ PARK, RECREATION, AND OPEN SPACE COMMITTEE OF A NEIGHBORHOOD ASSOCIATION
- ☐ COMMUNITY GARDEN GROUP/BEAUTIFICATION COMMITTEE
- ☐ OTHER GROUP _____

Finally, we would like to ask a few questions about you for statistical purposes.

16. In which neighborhood do you live?

- ☐ ALLSTON-BRIGHTON
- ☐ BACK BAY/BEACON HILL
- ☐ BAY VILLAGE
- ☐ CHARLESTOWN
- ☐ CHINATOWN
- ☐ DORCHESTER
- ☐ DOWNTOWN
- ☐ EAST BOSTON
- ☐ FENWAY/KENMORE
- ☐ HYDE PARK
- ☐ JAMAICA PLAIN
- ☐ LEATHER DISTRICT
- ☐ MATTAPAN
- ☐ MISSION HILL
- ☐ ROSLINDALE
- ☐ ROXBURY
- ☐ SOUTH BOSTON
- ☐ SOUTH END
- ☐ WEST ROXBURY
- ☐ NOT A BOSTON RESIDENT

17. What is your age?

_____ YEARS

18. What is your sex (gender)?

- ☐ FEMALE
- ☐ MALE

19. Are you Latino?

- ☐ NO, NOT LATINO
- ☐ YES, PUERTO RICAN
- ☐ YES, DOMINICAN
- ☐ YES, CUBAN
- ☐ YES, MEXICAN, MEXICAN-AMERICAN, CHICANO
- ☐ YES, OTHER LATINO

20. What is your race or ethnic origin?
(Mark up to three races as needed to indicate what you consider yourself to be.)

- ☐ WHITE
- ☐ BLACK, AFRICAN-AMERICAN, OR NEGRO
- ☐ AMERICAN INDIAN OR ALASKA NATIVE
- ☐ CHINESE
- ☐ JAPANESE
- ☐ KOREAN
- ☐ VIETNAMESE
- ☐ ASIAN INDIAN
- ☐ FILIPINO
- ☐ OTHER ASIAN
- ☐ NATIVE HAWAIIAN
- ☐ GUAMANIAN OR CHAMORRO
- ☐ SAMOAN
- ☐ OTHER PACIFIC ISLANDER
- ☐ SOME OTHER RACE

21. How many years have you lived in Boston?

_____ YEARS

22. How many members are in your household (including yourself)?

- ☐ 1 (JUST YOURSELF)
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8 AND OVER

23. How many automobiles, vans, or trucks are kept at or near home for use by you or members of your household?

- ☐ NONE
- ☐ 1
- ☐ 2
- ☐ 3 OR MORE

Do you or a member of your household have any of the following long-lasting conditions:

24. Blindness, deafness, or a severe vision or hearing impairment? ☐ YES ☐ NO

25. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? ☐ YES ☐ NO

Because of a physical, mental, or emotional condition lasting 6 months or more, do you or a member of your household have any difficulty in doing any of the following activities:

26. Learning, remembering, or concentrating? ☐ YES ☐ NO

27. Dressing, bathing, or getting around inside the home? ☐ YES ☐ NO

28. (Answer if this household member is 16 YEARS OLD OR OVER.) Going outside the home alone to shop or visit a doctor's office? ☐ YES ☐ NO

29. (Answer if this household member is 16 YEARS OLD OR OVER.) Working at a job or business? ☐ YES ☐ NO

Thanks so much* for completing the survey. The next page has space for *your own words.

IN YOUR OWN WORDS. Please feel free to use the following space to provide additional thoughts, comments, or further explanations. If responding to a specific question, please reference the question number.

If returning this questionnaire by mail, please send to:
Open Space Questionnaire
Boston Parks and Recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118-2600

Ciudad de Boston
ACTUALIZACIÓN DEL PLAN PARA ESPACIOS ABIERTOS

Haciendo la conexión –

CUESTIONARIO DE ENCUESTA

En nuestra ciudad de constante cambio, necesitamos estar seguros de que los parques, instalaciones recreativas y otros recursos de espacios abiertos puedan manejar nuestras necesidades. Para descubrir cuáles son éstas, el Parks and Recreation Department (Departamento de parques y recreación) lanzará una encuesta específica para los objetivos del Plan para espacios abiertos de la ciudad: saber qué parques utilizamos, qué hacemos ahí, cuáles consideramos que son las necesidades de los espacios abiertos, entre otras cosas.

Tome unos minutos para responder nuestro cuestionario y comparta sus sugerencias para el siguiente Plan para espacios abiertos.

SICUT PATRIBUS SIT DEUS NOBIS.
BOSTONIA.
CONDITA A.D.
1630.
CIVITATIS REGIMINE DONATA A.D. 1822.

BOSTON
PARKS AND
RECREATION

Thomas M. Menino, Mayor
Antonia M. Pollak, Commissioner

Los parques, instalaciones recreativas y espacios abiertos forman parte de nuestra ciudad. Para ayudar a que sirvan de mejor manera, estamos actualizando nuestro plan a cinco años. Por lo tanto, queremos saber la información de usted para poder establecer objetivos y luego llevarlos a cabo en toda la ciudad.

Para cada pregunta a continuación, escoja o ingrese ***la mejor respuesta posible*** que refleje la mayor cercanía con su respuesta real. Si su respuesta es "No sé"," "No aplica" o "No hay respuesta", entonces deje la pregunta en blanco. Al final del cuestionario hay un espacio adicional para ideas, comentarios o explicaciones (en caso de que esté ampliando su respuesta a una pregunta en particular, asegúrese de hacer referencia al número de la pregunta).

Marque con una "X" en el recuadro para elegir la mejor respuesta posible.

1. ¿Cómo se llama el parque que se encuentra más cerca de su casa?

_____

2. ¿Es éste el parque que usan más a menudo usted y los miembros de su hogar?
☐ SÍ (PASE A LA PREGUNTA 4)
☐ NO
☐ NO USA NINGÚN PARQUE (PASE A LA PREGUNTA 13, LUEGO, A LA PREGUNTA 16)

3. Si respondió con un "NO" a la pregunta 2," ¿cómo se llama el parque que usan mas a menudo los miembros de su hogar?

_____

Las preguntas 4 a 12 se refieren al parque que utilizan *más a menudo* usted y los miembros de su hogar.

4. Piense en la estación en que usa más seguido este parque.
¿Con qué frecuencia usan este parque en ese período usted y los miembros de su hogar?
Coloque la cantidad de días en el espacio indicado.
Deje el espacio en blanco si lo no sabe o no puede recordarlo.

____ DÍAS AL MES

5. ¿Para qué usan el parque con mayor frecuencia usted y los miembros de su hogar? (Marque hasta tres (3) opciones)
☐ DEPORTES ORGANIZADOS (EN EQUIPO)
☐ DEPORTES INDIVIDUALES (NO EN EQUIPO)
☐ JUEGOS CASUALES ESPORÁDICOS CON EXTRAÑOS
☐ EJERCICIO/PONERSE EN FORMA
☐ SIMPLE RELAJO/RECREACIÓN PASIVA
☐ DISFRUTAR DE LA NATURALEZA
☐ SACAR A PASEAR AL PERRO
☐ PASAR TIEMPO CON LA FAMILIA O AMIGOS
☐ ASISTIR A EVENTOS ESPECIALES
☐ LLEVAR A EL O LOS HIJOS A DEPORTES ORGANIZADOS (PRÁCTICAS/JUEGOS)
☐ LLEVAR A EL O LOS HIJOS AL PARQUE PARA JUEGOS GRATUITOS, JUEGOS ESPORÁDICOS CON OTROS NIÑOS O JUEGOS DE RECREO
☐ JARDINERÍA/HERMOSEAMIENTO
☐ OTRO _____

6. ¿Qué deportes, de hacerlos, practican en el parque usted y los miembros de su hogar? (Marque hasta tres (3) opciones)

- ☐ SOCCER
- ☐ CRÍQUET
- ☐ IRISH FOOTBALL
- ☐ SOFTBALL
- ☐ BALONCESTO
- ☐ RACQUETBALL
- ☐ ATLETISMO
- ☐ CAMINAR
- ☐ PATINAJE EN HIELO
- ☐ LANZAR HERRADURAS
- ☐ NAVEGAR/PASEAR EN BOTE
- ☐ GOLF
- ☐ NO APLICA
- ☐ FÚTBOL
- ☐ LACROSSE
- ☐ PLATILLO VOLADOR
- ☐ PEQUEÑA LIGA DE BÉISBOL
- ☐ TENIS
- ☐ STREET HOCKEY
- ☐ CORRER
- ☐ ANDAR EN BICICLETA
- ☐ PATINAJE EN LÍNEA/RUEDAS
- ☐ BOCHAS
- ☐ ANDAR EN CANOA O KAYAC
- ☐ PESCA
- ☐ OTRO: _____
- ☐ FÚTBOL DE BANDERA
- ☐ RUGBY
- ☐ BÉISBOL
- ☐ HOCKEY SOBRE CÉSPED
- ☐ BALONMANO
- ☐ VOLEIBOL
- ☐ MARCHA
- ☐ ANDAR EN PATINETA
- ☐ ESQUÍ DE FONDO
- ☐ NETBALL
- ☐ ESCALADA/MONTAÑISMO
- ☐ NO HACE DEPORTES

7. ¿Qué deportes, de haberlos, considera que usted y los miembros de su hogar estarán practicando en el parque durante los *próximos cinco años*? (Marque hasta tres (3) opciones)

- ☐ SOCCER
- ☐ CRÍQUET
- ☐ IRISH FOOTBALL
- ☐ SOFTBALL
- ☐ BALONCESTO
- ☐ RACQUETBALL
- ☐ ATLETISMO
- ☐ CAMINAR
- ☐ PATINAJE EN HIELO
- ☐ LANZAR HERRADURAS
- ☐ NAVEGAR/PASEAR EN BOTE
- ☐ GOLF
- ☐ NO APLICA
- ☐ FÚTBOL
- ☐ LACROSSE
- ☐ PLATILLO VOLADOR
- ☐ PEQUEÑA LIGA DE BÉISBOL
- ☐ TENIS
- ☐ STREET HOCKEY
- ☐ CORRER
- ☐ ANDAR EN BICICLETA
- ☐ PATINAJE EN LÍNEA/RUEDAS
- ☐ BOCHAS
- ☐ ANDAR EN CANOA O KAYAC
- ☐ PESCA
- ☐ OTRO: _____
- ☐ FÚTBOL DE BANDERA
- ☐ RUGBY
- ☐ BÉISBOL
- ☐ HOCKEY SOBRE CÉSPED
- ☐ BALONMANO
- ☐ VOLEIBOL
- ☐ MARCHA
- ☐ ANDAR EN PATINETA
- ☐ ESQUÍ DE FONDO
- ☐ NETBALL
- ☐ ESCALADA/MONTAÑISMO
- ☐ NO HACE DEPORTES

8. ¿Qué actividades siguen usted y los miembros de su hogar para disfrutar de la naturaleza en el parque? (Marque hasta tres (3) opciones)

- ☐ IDENTIFICACIÓN DE PLANTAS O ANIMALES USANDO UNA GUÍA (NO OBSERVACIÓN DE AVES)
- ☐ OBSERVACIÓN DE AVES
- ☐ FOTOGRAFÍAR LA NATURALEZA
- ☐ TOMAR CAMINATAS GUIADAS POR LA NATURALEZA
- ☐ TOMAR RECORRIDOS GUIADOS POR GUARDABOSQUES
- ☐ UTILIZAR RECORRIDOS AUTOGUIADOS CON AYUDA DE ALGÚN FOLLETO O INDICACIÓN
- ☐ CONTEMPLAR EL PAISAJE SIN AYUDA DE GUÍAS O LIBROS MIENTRAS CAMINA, CORRE, ANDA EN BICICLETA, ANDA EN SILLA DE RUEDAS, ESTÁ SENTADO, ANDA EN BOTE, ETC.
- ☐ PARTICIPAR EN LIMPIEZA O PROYECTOS DE MEJORA DEL ÁREA NATURAL
- ☐ NO SIGUE NINGUNA DE ESAS ACTIVIDADES
- ☐ NO APLICA
- ☐ OTRA _____

9. ¿Qué medio emplea normalmente para ir y volver del parque?

- ☐ CAMINAR
- ☐ CORRER/TROTAR
- ☐ ANDAR EN PATINETA
- ☐ PATINES EN LÍNEA O SOBRE RUEDAS
- ☐ SILLA DE RUEDAS
- ☐ BICICLETA
- ☐ TRANSPORTE PÚBLICO (BUS, METRO, TROLE)
- ☐ TAXI/VEHÍCULO DE ALQUILER
- ☐ AUTO COMPARTIDO
- ☐ VEHÍCULO DE MOTOR PRIVADO (COMO AUTOMÓVIL, CAMIONETA, FURGÓN, MOTOCICLETA, SCOOTER A MOTOR)
- ☐ NO APLICA

10. Considerando la estación en que utiliza con mayor frecuencia el parque, ¿en qué momento de la semana usan comúnmente el parque usted y los miembros de su hogar?

- ☐ SÓLO DÍAS DE LA SEMANA
- ☐ SÓLO FINES DE SEMANA
- ☐ TANTO DÍAS DE LA SEMANA COMO FINES DE SEMANA

11. Considerando la estación en que utiliza con mayor frecuencia el parque, ¿a qué hora del día usan comúnmente el parque usted y los miembros de su hogar?

- ☐ SÓLO DE DÍA
- ☐ SÓLO EN LA NOCHE
- ☐ TANTO EN EL DÍA COMO EN LA NOCHE

12. ¿Qué cambios, de haberlos, les gustaría ver en el parque a usted y los miembros de su hogar?
(Marque hasta tres (3) opciones)

- ☐ MEJORAR EL MANTENIMIENTO
- ☐ MEJORAR LA VEGETACIÓN (EL PAISAJE)
- ☐ MEJORAR LAS INSTALACIONES EXISTENTES EN EL PARQUE
- ☐ MEJORAR O AGREGAR PROGRAMAS Y EVENTOS ESPECIALES
- ☐ MEJORAR LA SEGURIDAD PÚBLICA
- ☐ MEJORAR EL ACCESO
- ☐ ENFRENTAR LAS NECESIDADES DE LOS DUEÑOS DE PERROS
- ☐ MEJORAR EL CONTROL DE PERROS
- ☐ MEJORAR LAS INSTALACIONES ACTIVAS (ORIENTADAS A DEPORTES)
- ☐ MEJORAR LAS INSTALACIONES PASIVAS (ORIENTADAS A RELAJACIÓN)
- ☐ MÁS INSTALACIONES LINEALES (CAMINOS/SENDEROS)
- ☐ NO SE NECESITAN CAMBIOS
- ☐ OTRO _____
- ☐ NO SE DECIDE/NO RESPONDE

13. *En su vecindario,* ¿cuáles cree que son las necesidades de parques, recreación y espacios abiertos? (Marque hasta tres (3) opciones)

- ☐ MEJORAR O AGREGAR PROGRAMAS Y EVENTOS ESPECIALES
- ☐ MEJORAR LA VEGETACIÓN (EL PAISAJE)
- ☐ PROTEGER EL ESPACIO ABIERTO PARA QUE SUS USOS NO SE CAMBIEN A ESPACIO NO ABIERTOS
- ☐ MÁS ESPACIO ABIERTO EN EL VECINDARIO
- ☐ MÁS ESPACIO ABIERTO REGIONAL EN EL VECINDARIO
- ☐ MEJORAR EL ACCESO
- ☐ MEJORAR EL MANTENIMIENTO
- ☐ MEJORAR LAS INSTALACIONES EXISTENTES EN EL PARQUE
- ☐ MEJORAR LAS ÁREAS NATURALES (BOSQUES, PANTANOS, CIÉNAGAS, ETC.)
- ☐ MÁS INSTALACIONES DEPORTIVAS (CAMPOS PARA JUEGOS, CANCHAS, ETC.)
- ☐ MÁS ESPACIO ABIERTO LINEAL (CAMINOS, SENDEROS, ETC. PARA CAMINAR O ANDAR EN BICICLETA)
- ☐ MÁS ESPACIO ABIERTO PASIVO (PARQUES CON ESPACIOS VERDES)
- ☐ MÁS TERRENO CON JUEGOS PARA NIÑOS
- ☐ ENFRENTAR LAS NECESIDADES DE LOS DUEÑOS DE PERROS
- ☐ MEJORAR EL CONTROL DE PERROS
- ☐ MEJORAR LA SEGURIDAD PÚBLICA
- ☐ MEJORAR O AGREGAR JARDINES COMUNITARIOS
- ☐ NO SE NECESITA NADA
- ☐ OTRO _____
- ☐ NO SE DECIDE/NO RESPONDE

Si respondió a la pregunta 2, "NO USA NINGÚN PARQUE", pase a la pregunta 16.

14. ¿Usted o algún miembro de su hogar es voluntario(a) o participa en algún grupo de apoyo relacionado con el parque?

- ☐ SÍ
- ☐ NO

15. Responda esta pregunta sólo si contestó Sí a la pregunta 14: ¿En qué grupos de apoyo relacionados con el parque es voluntario(a) o participa usted o algún miembro de su hogar? (Marque hasta tres (3) opciones)

- ☐ GRUPO DE AMIGOS
- ☐ LIGA JUVENIL DE DEPORTES
- ☐ LIGA ADULTA DE DEPORTES
- ☐ COMITÉ DEL PARQUE, RECREACIÓN Y ESPACIO ABIERTO DE UNA ASOCIACIÓN DE VECINOS
- ☐ GRUPO DE JARDINERÍA DE LA COMUNIDAD/COMITÉ DE HERMOSEAMIENTO
- ☐ OTRO GRUPO _____

Finalmente, nos gustaría hacerle algunas preguntas sobre usted para propósitos estadísticos.

16. ¿En qué vecindario vive?

- ☐ ALLSTON-BRIGHTON
- ☐ CHARLESTOWN
- ☐ EL CENTRO
- ☐ HYDE PARK
- ☐ MATTAPAN
- ☐ ROXBURY
- ☐ WEST ROXBURY
- ☐ BACK BAY/BEACON HILL
- ☐ BARRIO CHINO
- ☐ EAST BOSTON
- ☐ JAMAICA PLAIN
- ☐ MISSION HILL
- ☐ SOUTH BOSTON
- ☐ NO SOY RESIDENTE DE BOSTON
- ☐ BAY VILLAGE
- ☐ DORCHESTER
- ☐ FENWAY/KENMORE
- ☐ LEATHER DISTRICT
- ☐ ROSLINDALE
- ☐ SOUTH END

17. ¿Qué edad tiene?

_____ AÑOS

18. ¿Cuál es su sexo (género)?

- ☐ FEMENINO
- ☐ MASCULINO

19. ¿Es latino(a)?

- ☐ NO, NO SOY LATINO(A)
- ☐ SÍ, PUERTORRIQUEÑO(A)
- ☐ SÍ, DOMINICANO(A)
- ☐ SÍ, CUBANO(A)
- ☐ SÍ, MEXICANO(A), MEXICANO(A)-AMERICANO(A), CHICANO(A)
- ☐ SÍ, OTRO(A) LATINO(A)

20. ¿Cuál es su raza u origen étnico?
(Marque hasta tres razas según sea necesario para indicar la que usted considera que es.)

- ☐ BLANCO(A)
- ☐ INDIO(A) AMERICANO(A)/NATIVO(A) DE ALASKA
- ☐ JAPONÉS(A)
- ☐ VIETNAMITA
- ☐ FILIPINO(A)
- ☐ NATICO DE HAWÁI
- ☐ SAMOANO(A)
- ☐ ALGUNA OTRA RAZA
- ☐ NEGRO(A)/AFROAMERICANO(A)/DE COLOR
- ☐ CHINO(A)
- ☐ COREANO(A)
- ☐ INDIO(A) ASIÁTICO(A)
- ☐ OTRO(A) ASIÁTICO(A)
- ☐ GUAMEÑO(A) O CHAMORRO(A)
- ☐ DE OTRA ISLA DEL PACÍFICO

21. ¿Cuántos años ha vivido en Boston?

_____ AÑOS

22. ¿Cuántos miembros hay en su hogar (incluyéndose usted)?

- ☐ 1 (SÓLO USTED)
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8 Y MÁS

23. ¿Cuántos automóviles, furgones o camionetas se guardan en la casa o cerca de ella para ser usados por usted o los miembros de su hogar?

- ☐ NINGUNO
- ☐ 1
- ☐ 2
- ☐ 3 O MÁS

¿Usted o algún miembro de su hogar tiene alguna de las siguientes condiciones duraderas:

24. Ceguera, sordera o una severa alteración a la vista o la audición? ☐ SÍ ☐ NO

25. Una condición que limite sustancialmente una o más actividades físicas básicas como caminar, subir escaleras, coger algo, levantarse o transportar algo? ☐ SÍ ☐ NO

Debido a una enfermedad física, mental o emocional que se prolongue por 6 meses o más, ¿usted o algún miembro de su hogar tiene alguna dificultad para realizar alguna de las siguientes actividades?:

26. ¿Aprender, recordar o concentrarse? ☐ SÍ ☐ NO

27. ¿Vestirse, bañarse o caminar dentro de la casa? ☐ SÍ ☐ NO

28. (Responda si este miembro del hogar tiene MÁS DE 16 AÑOS.) ¿Salir de la casa solo(a) para ir de compras o visitar la consulta de un médico? ☐ SÍ ☐ NO

29. (Responda si este miembro del hogar tiene MÁS DE 16 AÑOS.) ¿Trabajar en algún empleo o negocio? ☐ SÍ ☐ NO

Muchas gracias* por responder esta encuesta. En la página siguiente hay espacio para que *escriba lo que desee.

CON SUS PROPIAS PALABRAS. Si lo desea, puede usar el espacio siguiente para entregar ideas adicionales, comentarios o más explicaciones. En caso de que esté respondiendo a una pregunta específica, haga referencia al número de ésta.

Si va a devolver este cuestionario por correo postal, envíelo a:
Open Space Questionnaire
Boston Parks and Recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118-2600

Harbor Islands
Charlestown
East Boston
Central
Back Bay/Beacon Hill
Allston-Brighton
Fenway/Kenmore
South End
South Boston
BROOKLINE
NEWTON
Harbor Islands
Jamaica Plain
Roxbury
Dorchester (North)
Dorchester (South)
Roslindale
West Roxbury
Mattapan
Hyde Park
City of Boston
Planning Districts
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
0 .5 1 2 3
Miles

Table 6-1

Neighborhood Residency: Comparison	Boston Population (2000 Census)		02-06 Plan Sample		07-11Plan Sample	
BRA Planning Districts	N	%	N	%	N	%
Allston/Brighton	69,648	12%	20	7%	114	12%
Back Bay/Beacon Hill	26,721	5%	16	6%	64	7%
Central	25,173	4%	13	5%	32	3%
Charlestown	15,195	3%	5	2%	41	4%
Dorchester	92,115	16%	50	18%	63	7%
East Boston	38,413	7%	18	6%	142	15%
Fenway/Kenmore	35,602	6%	24	8%	48	5%
Hyde Park	31,719	5%	5	2%	18	2%
Jamaica Plain	38,196	6%	36	13%	162	17%
Mattapan	37,486	6%	7	2%	14	1%
Roslindale	34,618	6%	19	7%	35	4%
Roxbury	56,658	10%	24	8%	31	3%
South Boston	29,965	5%	7	2%	62	7%
South End	28,239	5%	22	8%	94	10%
West Roxbury	28,753	5%	19	7%	23	2%
City Resident Total	588,501	100%	285	100%	943	100%

A% = 3 or more percentage points below the Census percentage

B% = 3 or more percentage points above the Census percentage

Table 6-2

Residence Location	N	%
Jamaica Plain	162	16%
East Boston	142	14%
Allston/Brighton	114	11%
South End	94	9%
Back Bay/Beacon Hill	64	6%
Dorchester	63	6%
South Boston	62	6%
Fenway/Kenmore	48	5%
Charlestown	41	4%
Roslindale	35	3%
Central	32	3%
Roxbury	31	3%
West Roxbury	23	2%
Hyde Park	18	2%
Mattapan	14	1%
City Resident Total	943	92%
Non-Residents	78	8%
Total, All Respondents*	1021	100%

Figure 6-1

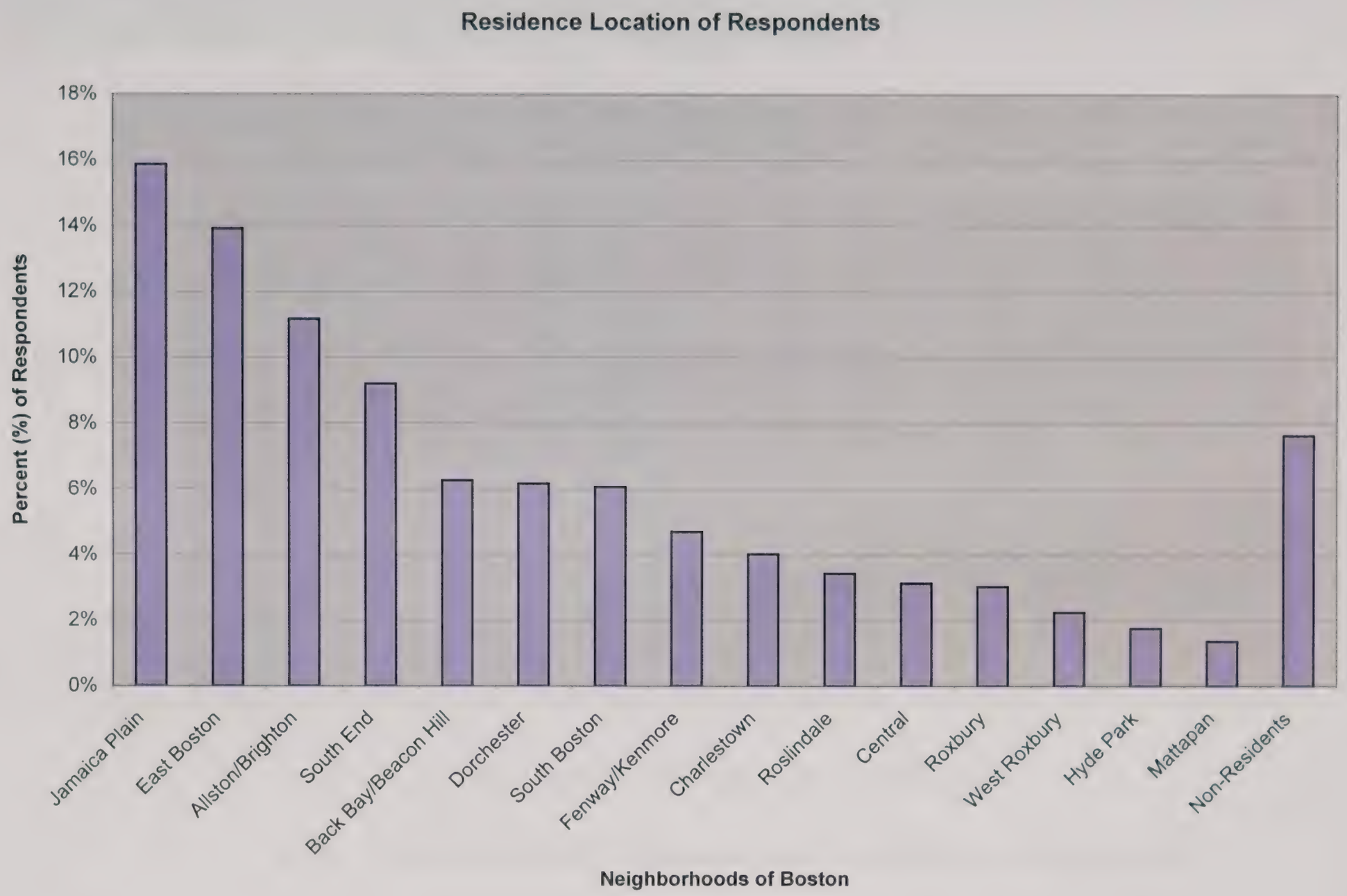

Residence Location of Respondents
Percent (%) of Respondents
18%
16%
14%
12%
10%
8%
6%
4%
2%
0%
Jamaica Plain
East Boston
Allston/Brighton
South End
Back Bay/Beacon Hill
Dorchester
South Boston
Fenway/Kenmore
Charlestown
Roslindale
Central
Roxbury
West Roxbury
Hyde Park
Mattapan
Non-Residents
Neighborhoods of Boston

Figure 6-2

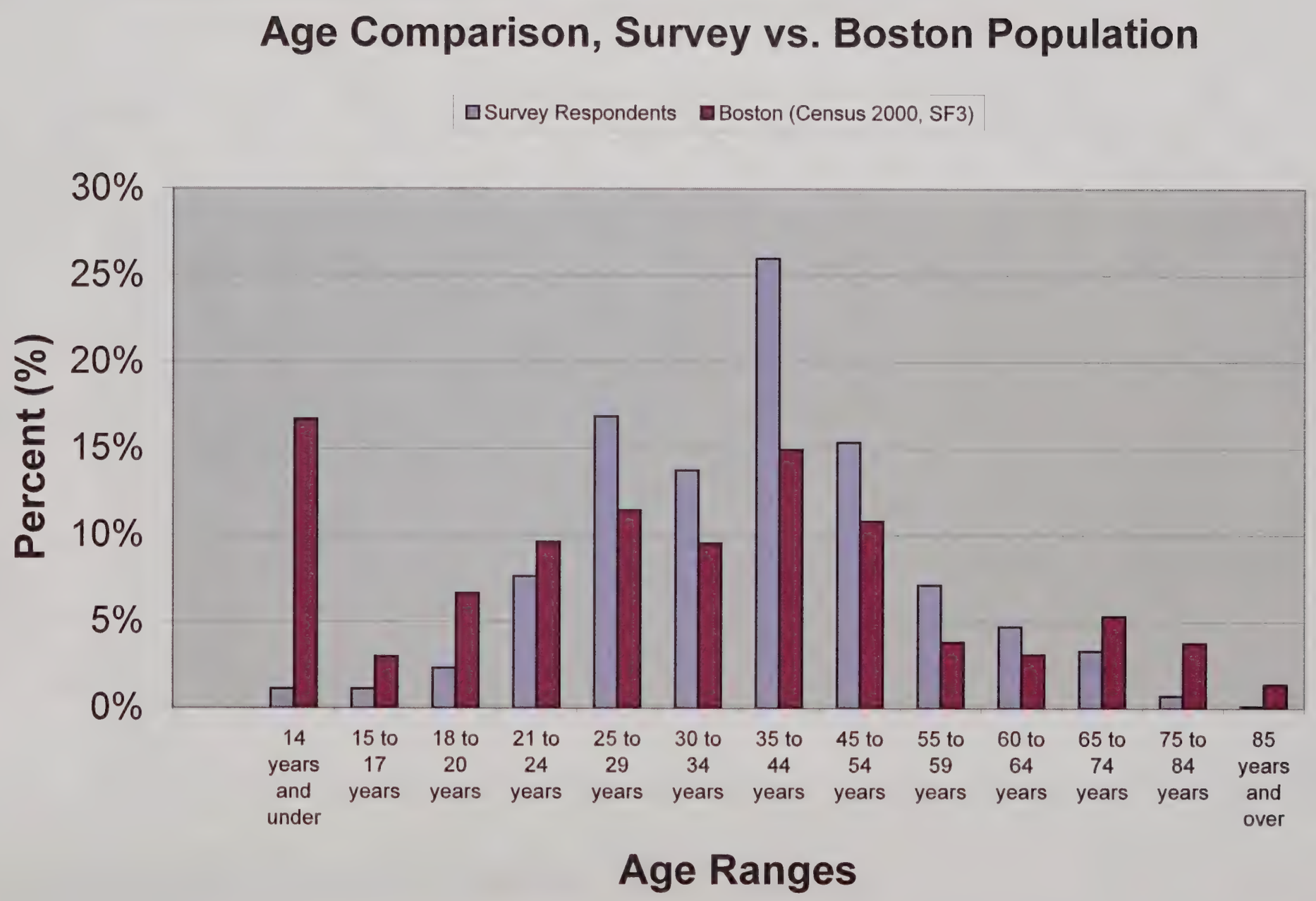

Age Comparison, Survey vs. Boston Population
Survey Respondents
Boston (Census 2000, SF3)
30%
25%
20%
15%
10%
5%
0%
Percent (%)
14 years and under
15 to 17 years
18 to 20 years
21 to 24 years
25 to 29 years
30 to 34 years
35 to 44 years
45 to 54 years
55 to 59 years
60 to 64 years
65 to 74 years
75 to 84 years
85 years and over
Age Ranges

Table 6-4

	Survey Respondents		City of Boston Census 2000 (SF3)	
Gender	N	%	N	%
Female	528	52%	305,593	52%
Male	484	48%	283,548	48%
Total	1012	100%	589,141	100%

Figure 6-3

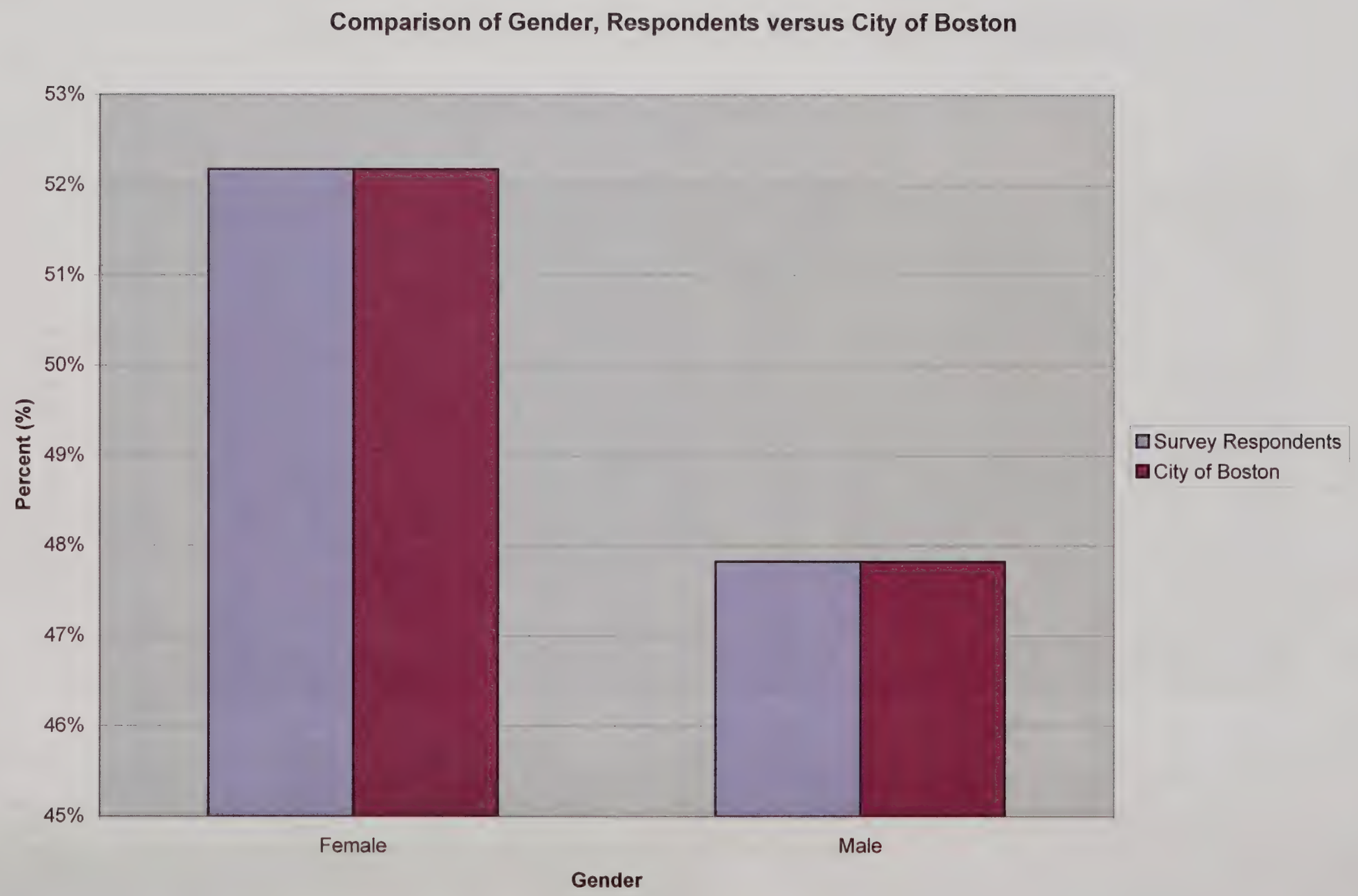

Comparison of Gender, Respondents versus City of Boston
53%
52%
51%
50%
49%
48%
47%
46%
45%
Percent (%)
Female
Male
Gender
Survey Respondents
City of Boston

Table 6-5

	Sample		Boston Census 2000 (SF1)	
Latino Status	N	%	N	%
Not Latino	903	90%	503,942	86%
Puerto Rican	8	1%	27,442	5%
Dominican	5	1%	12,981	2%
Cuban	8	1%	2,221	0%
Mexican, Mexican-American, Chicano	9	1%	4,126	1%
Other Latino	65	7%	38,319	7%
Total	998	100%	589,141	100%

Figure 6-4

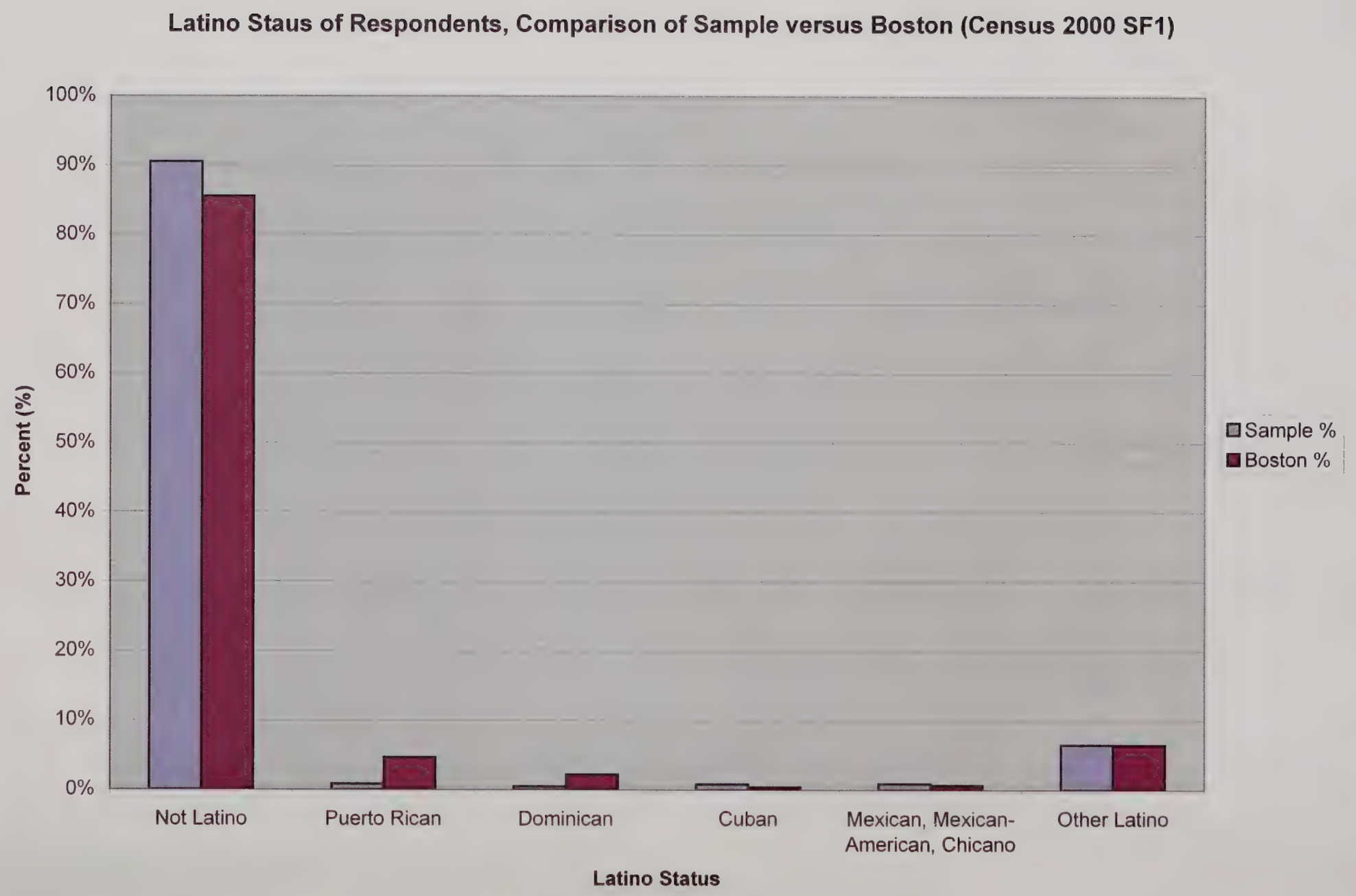

Latino Staus of Respondents, Comparison of Sample versus Boston (Census 2000 SF1)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Percent (%)
Not Latino
Puerto Rican
Dominican
Cuban
Mexican, Mexican-American, Chicano
Other Latino
Latino Status
Sample %
Boston %

Table 6-6

Race or Ethnic Origin	Sample		Boston	
	N	%	N	%
Only One Race/Ethnic Origin Response Selected:				
White alone	799	82%	320,699	54%
Black or African American alone	44	5%	146,958	25%
American Indian and Alaska Native alone	4	0%	2,581	0%
Asian alone	28	3%	44,345	8%
Native Hawaiian and Other Pacific Islander alone	3	0%	218	0%
Some Other Race alone	62	6%	46,709	8%
Two or More Race/Ethnic Origin Responses Selected:	33	3%	27,631	5%
Total	973	100%	589,141	100%

Figure 6-5

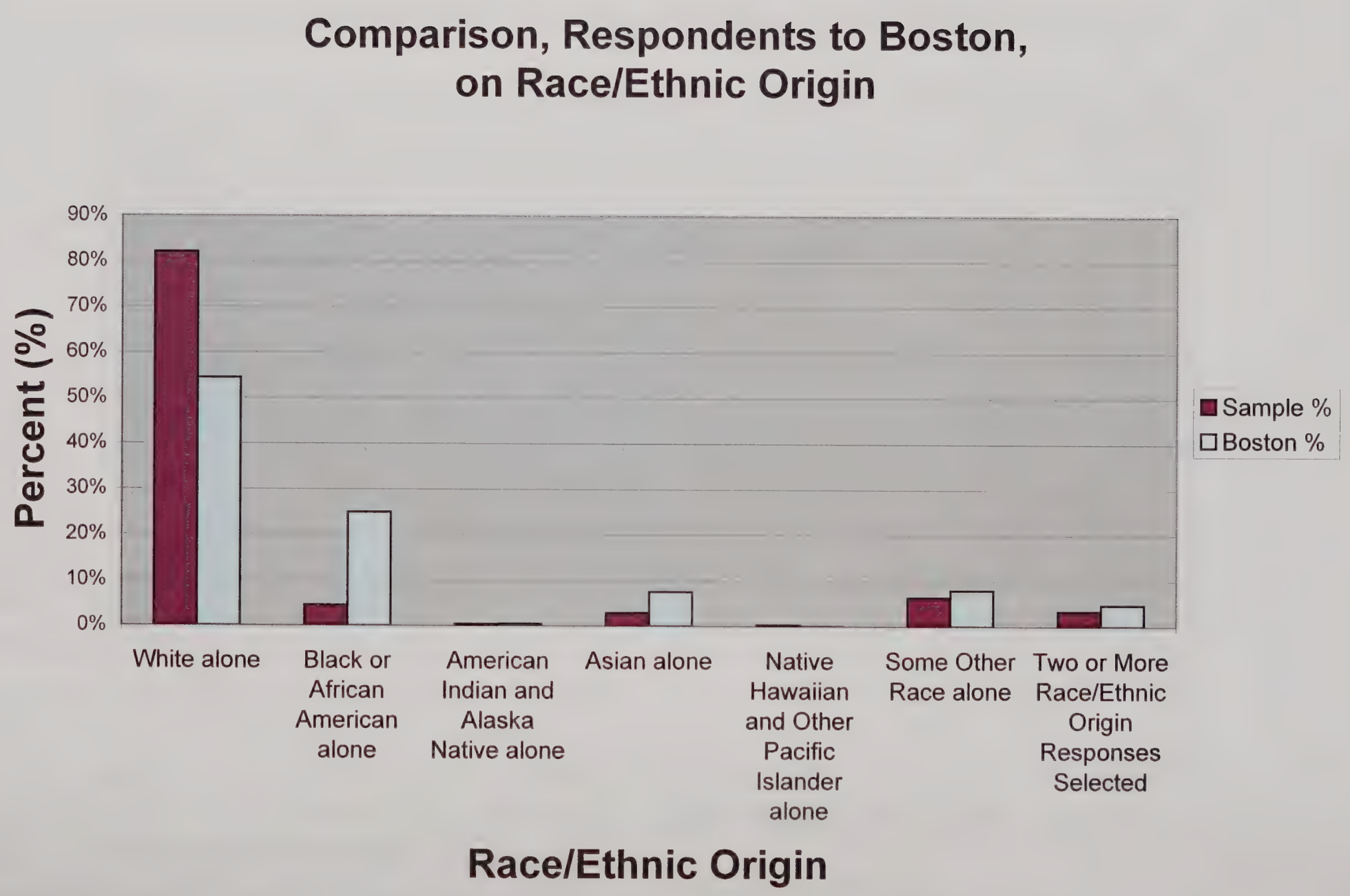

Comparison, Respondents to Boston, on Race/Ethnic Origin
Percent (%)
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
White alone
Black or African American alone
American Indian and Alaska Native alone
Asian alone
Native Hawaiian and Other Pacific Islander alone
Some Other Race alone
Two or More Race/Ethnic Origin Responses Selected
Sample %
Boston %
Race/Ethnic Origin

Table 6-7

Years Lived in Boston	N	%
2 or less	72	7%
3 to 5	145	15%
6 to 8	137	14%
9 to 11	114	12%
12 to 16	101	10%
17 to 20	82	8%
21 to 25	78	8%
26 to 35	91	9%
36 to 45	78	8%
46 to 55	41	4%
56 to 65	20	2%
66 to 75	4	0%
76 and over	3	0%
Total	966	100%

Figure 6-6

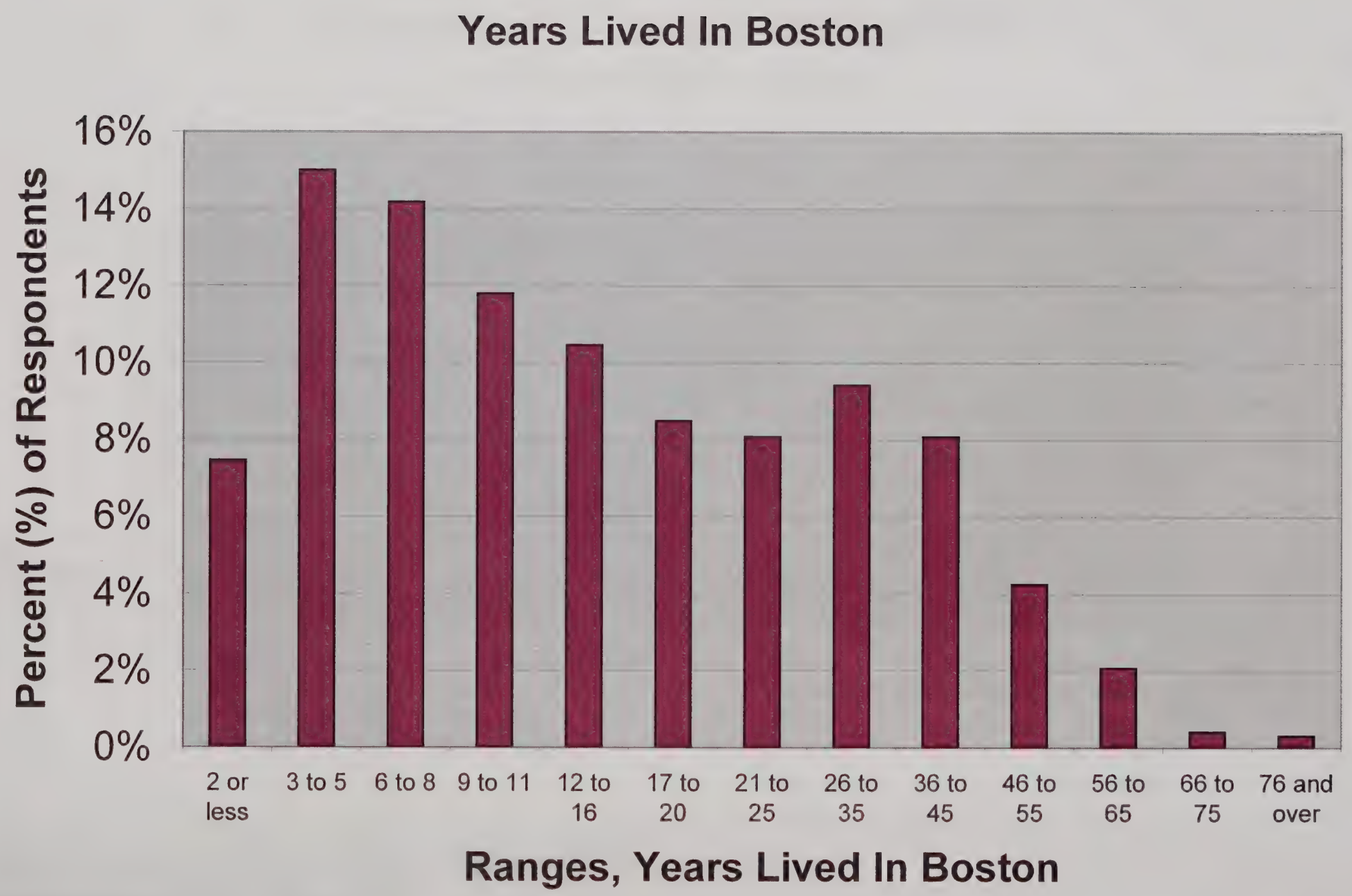

Years Lived In Boston
Percent (%) of Respondents
16%
14%
12%
10%
8%
6%
4%
2%
0%
2 or less
3 to 5
6 to 8
9 to 11
12 to 16
17 to 20
21 to 25
26 to 35
36 to 45
46 to 55
56 to 65
66 to 75
76 and over
Ranges, Years Lived In Boston

Table 6-8

Years Lived In Boston	Sample 02-06 Plan		Sample 08-14 Plan	
	N	%	N	%
0-2	10	4%	72	7%
3-6	26	9%	186	19%
7-12	37	13%	234	24%
13-18	37	13%	112	12%
19-25	62	22%	125	13%
26-35	43	15%	91	9%
36-45	26	9%	78	8%
46-55	21	7%	41	4%
56-65	13	5%	20	2%
66-72	6	2%	4	0%
73 and over	3	1%	3	0%
Total	284	100%	966	100%

Figure 6-7

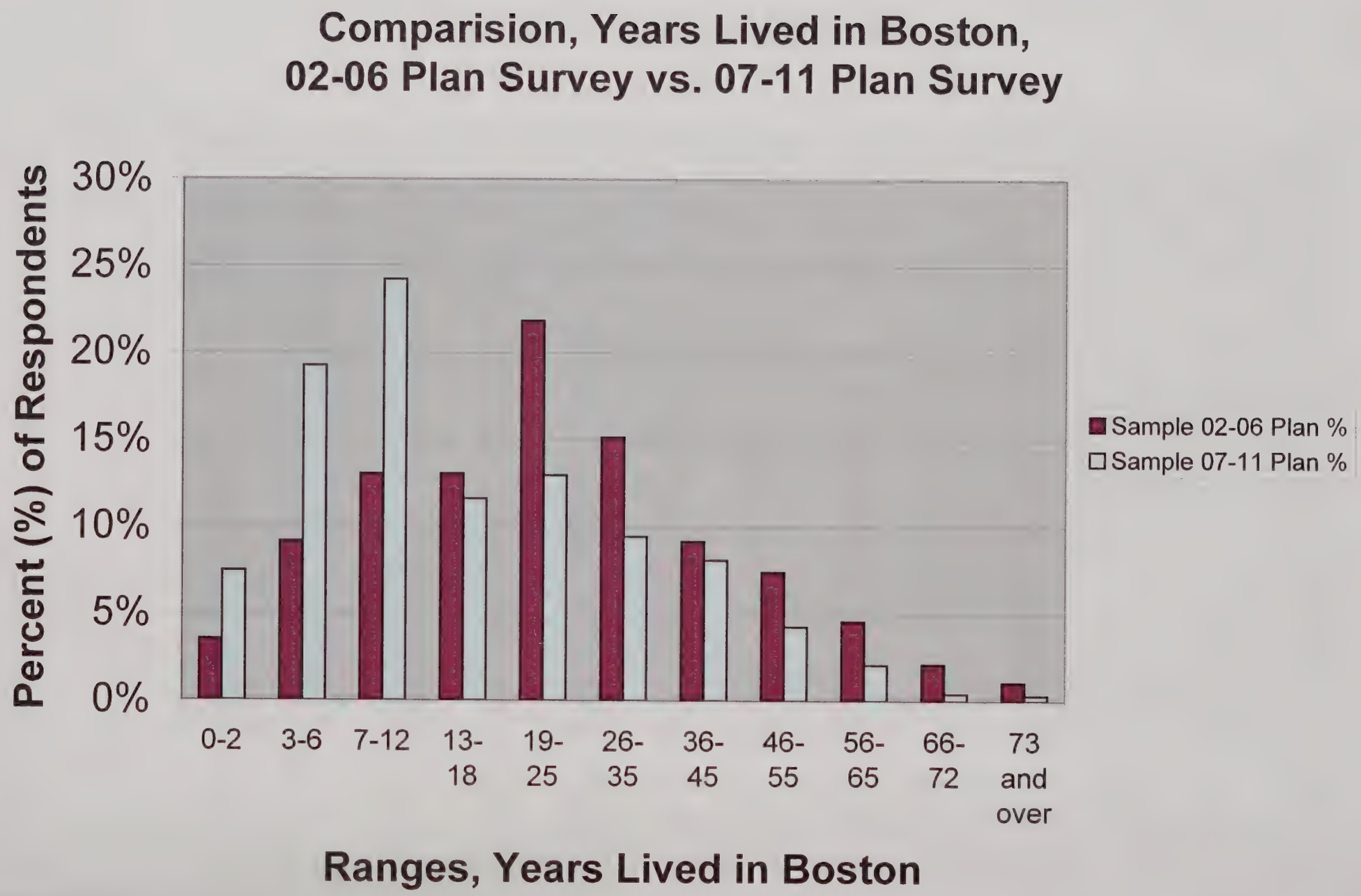

Comparision, Years Lived in Boston,
02-06 Plan Survey vs. 07-11 Plan Survey
Percent (%) of Respondents
30%
25%
20%
15%
10%
5%
0%
0-2
3-6
7-12
13-18
19-25
26-35
36-45
46-55
56-65
66-72
73 and over
Ranges, Years Lived in Boston
Sample 02-06 Plan %
Sample 07-11 Plan %

Table 6-9

Size of Household	N	%
1	201	20%
2	352	35%
3	167	17%
4	169	17%
5	75	7%
6	27	3%
7	7	1%
8 or more	13	1%
Total		100%

Figure 6-8

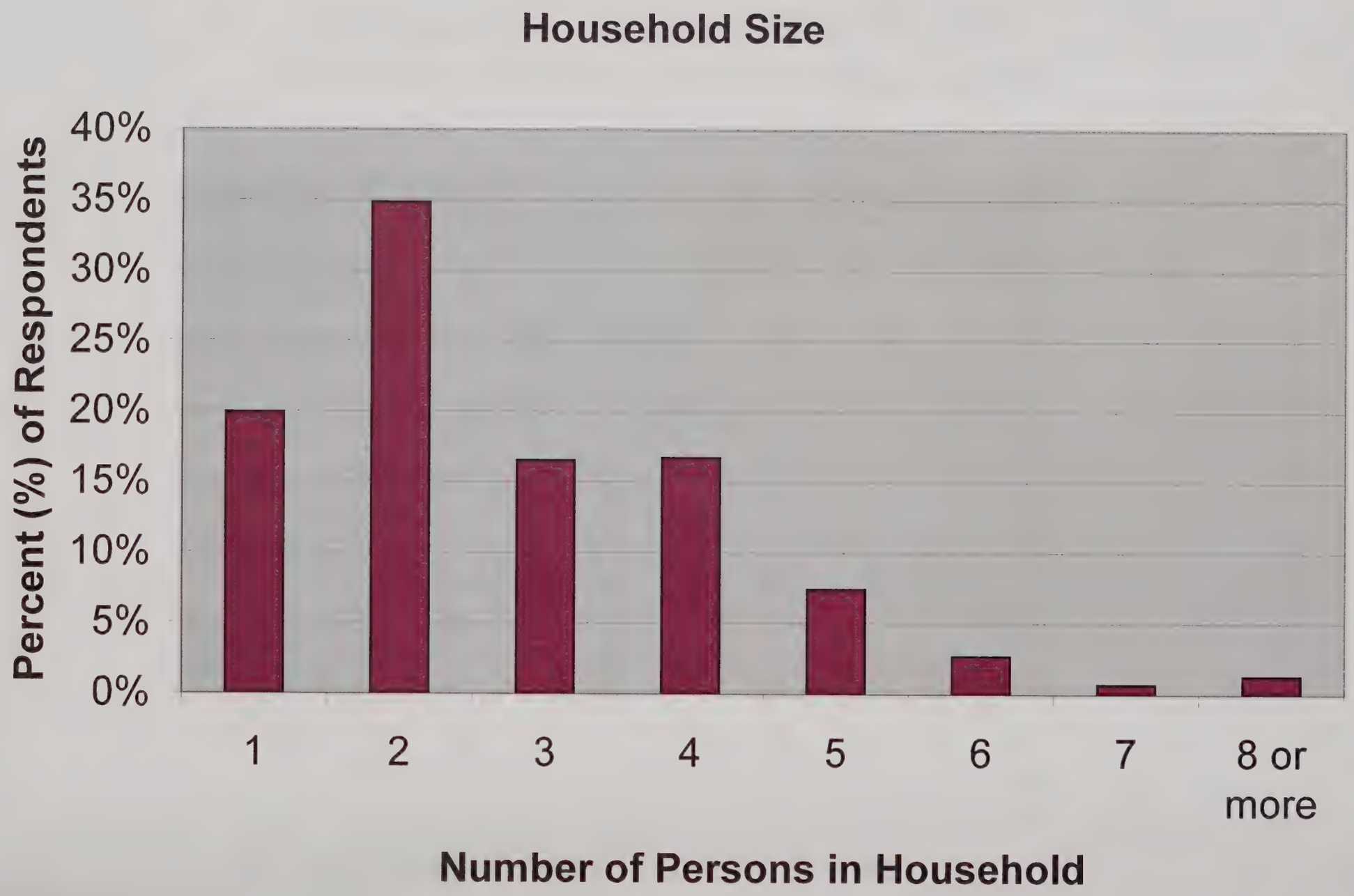

Household Size
Percent (%) of Respondents
40%
35%
30%
25%
20%
15%
10%
5%
0%
1
2
3
4
5
6
7
8 or more
Number of Persons in Household

Table 6-10

Size of Household	Sample		Boston	
	N	%	N	%
1	201	20%	88,863	37%
2	352	35%	70,383	29%
3	167	17%	34,185	14%
4	169	17%	23,743	10%
5	75	7%	12,978	5%
6	27	3%	5,565	2%
7 or more	20	2%	3,886	2%
Total	1011	100%	239,603	100%

Figure 6-9

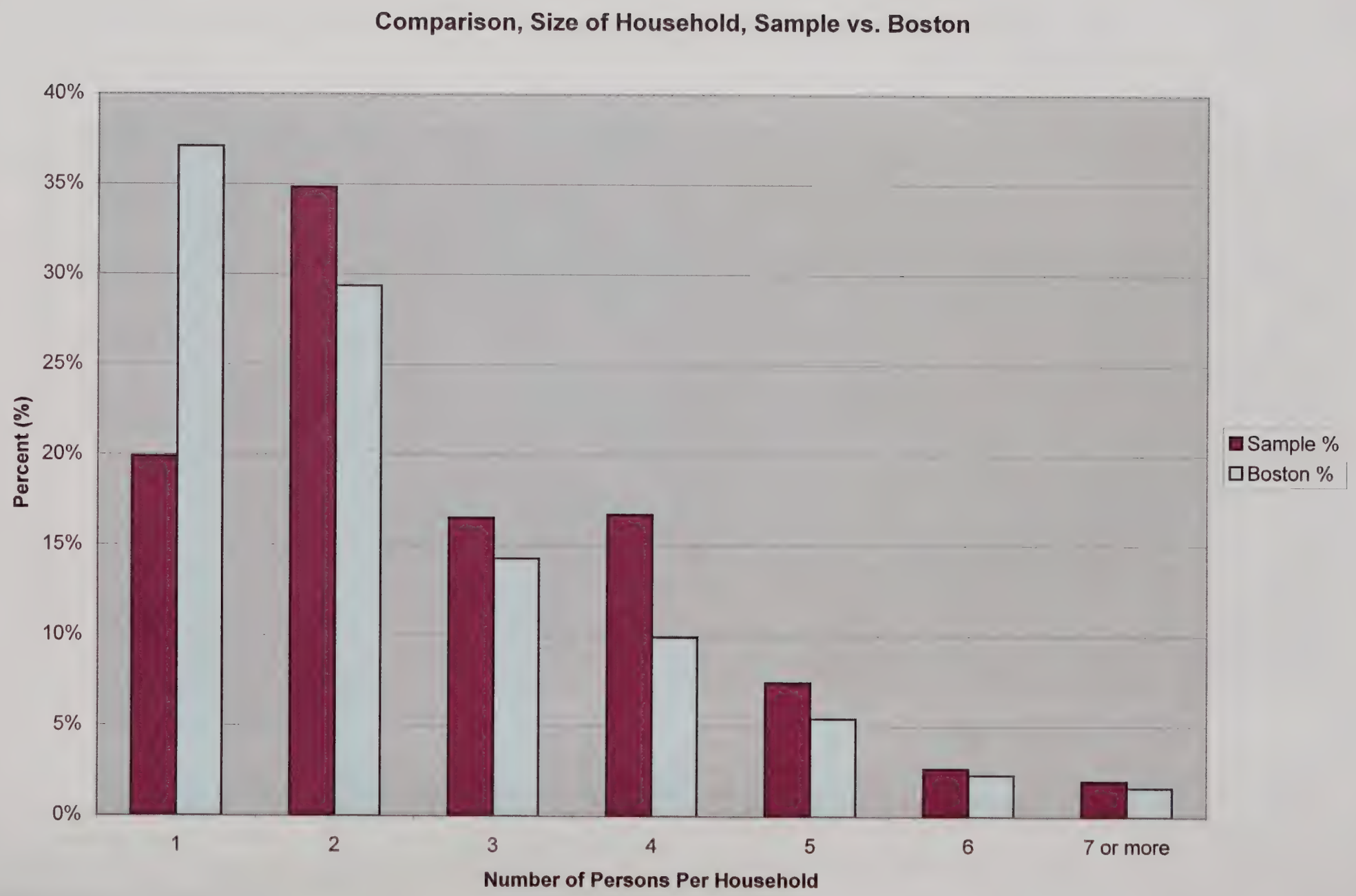

Comparison, Size of Household, Sample vs. Boston
40%
35%
30%
25%
20%
15%
10%
5%
0%
Percent (%)
1
2
3
4
5
6
7 or more
Number of Persons Per Household
Sample %
Boston %

Table 6-11

Number of Vehicles Available Per Household	N	%
None	169	17%
1	466	46%
2	313	31%
3 or more	59	6%
Total	1007	100%

Figure 6-10

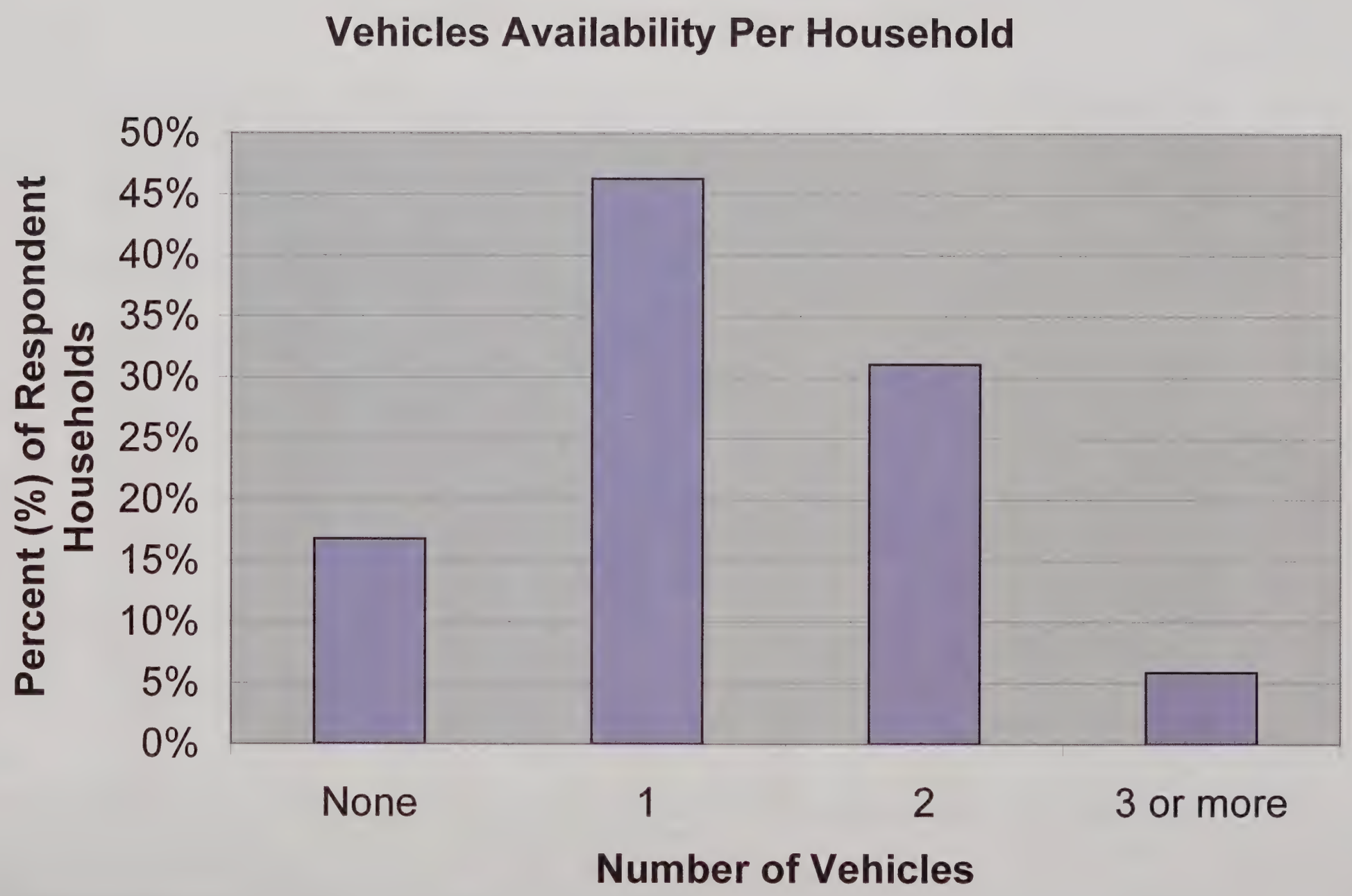

Vehicles Availability Per Household
Percent (%) of Respondent Households
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
None
1
2
3 or more
Number of Vehicles

Table 6-12

Number of Vehicles Available Per Household	Sample		Boston	
	N	%	N	%
None	169	17%	83,608	35%
1	466	46%	106,269	44%
2	313	31%	40,115	17%
3 or more	59	6%	9,536	4%
Total	1007	100%	239,528	100%

Figure 6-11

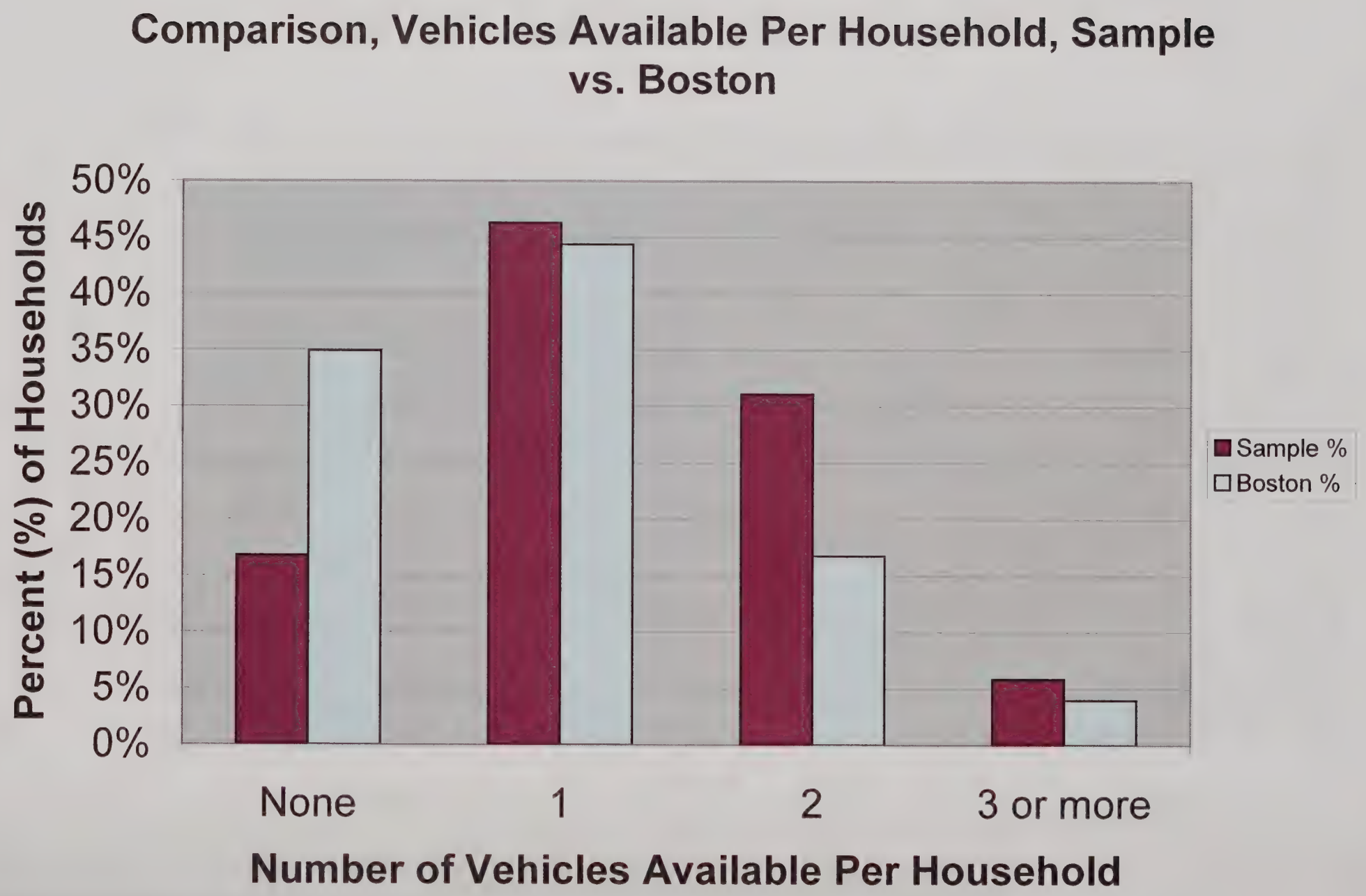

Comparison, Vehicles Available Per Household, Sample vs. Boston
Percent (%) of Households
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
None
1
2
3 or more
Number of Vehicles Available Per Household
Sample %
Boston %

Table 6-13

Disability Status: Respondents with Household Members who have at least one disability		
Total Respondents	1,105	100%
Blank (includes "No" responses)	906	82%
Respondents who checked "Yes" to at least one of the disability status questions	199	18%

Disability status of civilian noninstitutional population, City of Boston, Census 2000 (SF3)	
Population 16 years and over	476,617
With a disability	115,228
Percent (%) with a disability	24%

Disability Type	Sample N
Sensory	28
Physical	53
Mental	46
Self-care	18
Going outside the home	81
Employment disability	118
Total Respondents w/Household Members w/Disability	199

Disability Type	Boston N
Sensory	15,786
Physical	38,694
Mental	24,735
Self-care	14,660
Going outside the home	53,029
Employment disability	59,452
Population 16 years and over With a disability	115,228

Figure 6-12

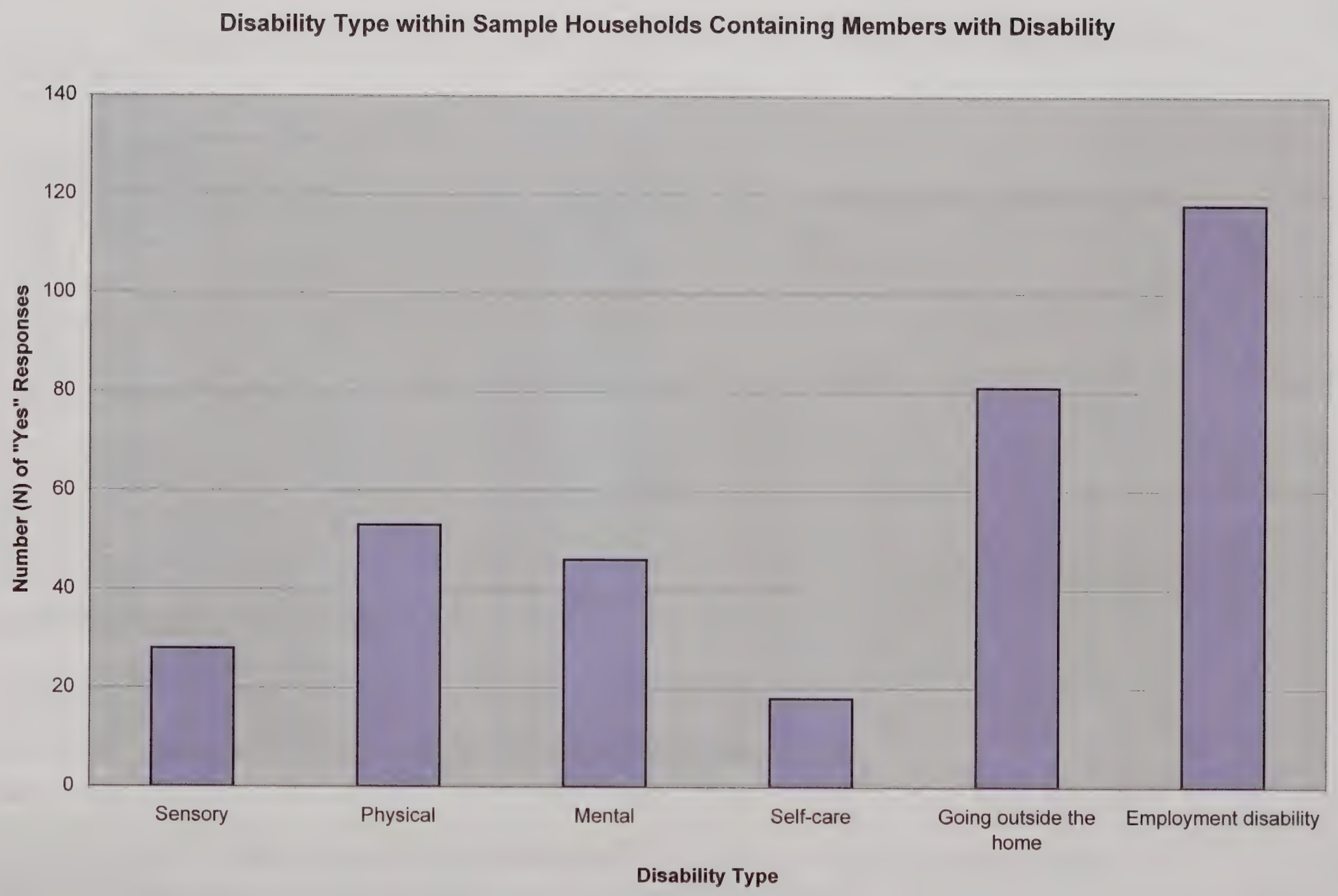

Disability Type within Sample Households Containing Members with Disability
Number (N) of "Yes" Responses
140
120
100
80
60
40
20
0
Sensory
Physical
Mental
Self-care
Going outside the home
Employment disability
Disability Type

Figure 6-13

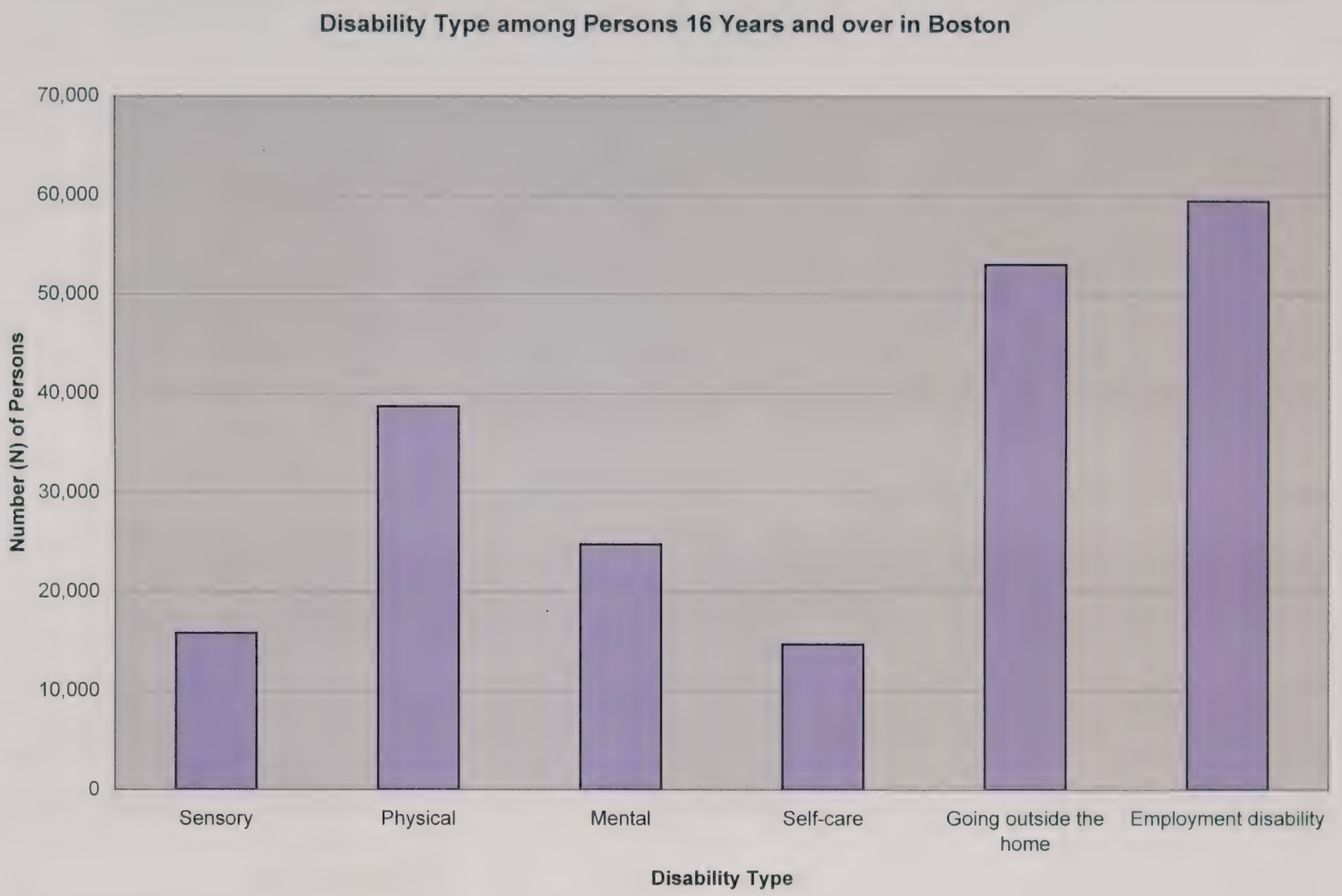

Disability Type among Persons 16 Years and over in Boston
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Number (N) of Persons
Sensory
Physical
Mental
Self-care
Going outside the home
Employment disability
Disability Type

Table 6-14

Nearest Park Used Most Often	N	%
Yes	777	72%
No	274	25%
Don't Use Any Parks	31	3%
Total	1082	100%

Figure 6-14

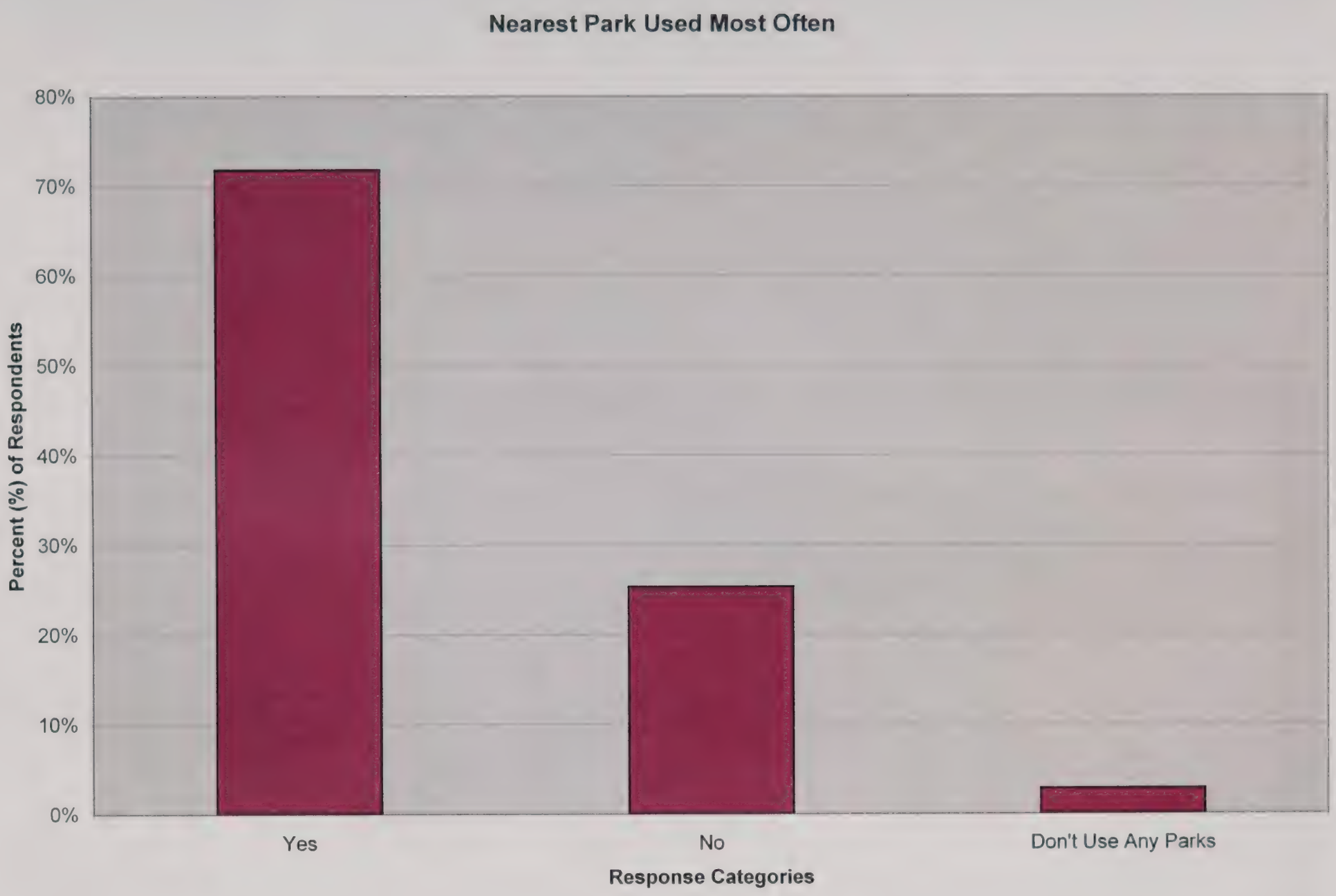

Nearest Park Used Most Often
80%
70%
60%
50%
40%
30%
20%
10%
0%
Percent (%) of Respondents
Yes
No
Don't Use Any Parks
Response Categories

Table 6-15

Park Used Most Often		
Park Name	N	%
Arnold Arboretum	62	6%
Boston Common	60	6%
Charles River Reservation	56	5%
Joe Moakley Park	50	5%
Back Bay Fens	47	4%
East Boston Piers Park	45	4%
Franklin Park	45	4%
OutsideCOB	42	4%
Jamaica Pond	41	4%
Ringgold Park	36	3%
Southwest Corridor Park	27	3%
American Legion Playground	24	2%
Millennium Park	23	2%
Ringer Playground	20	2%
English H.S. Athletic Fields	19	2%
Peters Park	14	1%
Public Garden	14	1%
Rogers Park	14	1%
Titus Sparrow Park	14	1%
Olmsted Park	13	1%
Christopher Lee Playground	11	1%
Dorchester Park	11	1%
Blackstone Square	10	1%
Christopher Columbus Park	9	1%
Medal of Honor Park	9	1%
Noyes Playground	9	1%
Paul Revere Park	9	1%
Smith Playground	8	1%
Almont Park/Hunt Playground	7	1%
Charlestown Naval Shipyard Park	7	1%
Highland Park	7	1%
Parkman Playground	7	1%
Pope John Paul II Park	7	1%
Strandway/Castle Island	7	1%
Chestnut HIll Reservoir	6	1%
Constitution Beach	6	1%
Emerald Necklace	6	1%
Ronan Park	6	1%
Savin Hill Park	6	1%
East Boston Greenway	5	0%
Iacono/Readville Playground	5	0%
John Harvard Mall	5	0%
LoPresti Park	5	0%
McLaughlin Playground	5	0%
VariousUnspecified	5	0%
Billings Field	4	0%
Bremen Street Park	4	0%
Brophy Park	4	0%
Chandler Pond	4	0%
Condor Street Marsh	4	0%

Table 6-15

East Boston Memorial Park	4	0%
Fallon Field	4	0%
Forest Hills Cemetery	4	0%
Hynes Playground	4	0%
Stony Brook Reservation	4	0%
Belle Isle Marsh Reservation	3	0%
Carter Playground	3	0%
Cronin/Wainwright Park	3	0%
Dennis Street Park	3	0%
Edwards Playground	3	0%
Hayes Park	3	0%
Hobart Park	3	0%
Malcolm X Park	3	0%
Marine Park	3	0%
Puopolo Playground	3	0%
Riverway	3	0%
Ross Playground	3	0%
Rutherford Avenue Playground	3	0%
Ryan Playground	3	0%
Bunker Hill Monument	2	0%
Doherty Playground	2	0%
Franklin Square	2	0%
Hiscock Park	2	0%
Hooker Street Playground	2	0%
Jefferson Playground	2	0%
Joseph Lee Playground	2	0%
Langone Park	2	0%
Marcella Playground	2	0%
Moynihan Playground	2	0%
Oak Square	2	0%
Portsmouth Street Playground	2	0%
Walsh Playground	2	0%
Winthrop Square	2	0%
Arborway	1	0%
Belle Isle Coastal Preserve	1	0%
Boston Harbor & Islands	1	0%
Boston Nature Center	1	0%
Carson Beach	1	0%
Cassidy Playground	1	0%
Central Square	1	0%
Charlestown H.S. Athletic Fields	1	0%
Clarendon Street Totlot	1	0%
Clifford Playground	1	0%
Commonwealth Avenue Mall	1	0%
Deer Island	1	0%
DeFilippo Playground	1	0%
Downer Avenue Playground	1	0%
Edgerly Road Playground	1	0%
Eliot Norton Park	1	0%
Evans Way Park	1	0%
George Wright Golf Course	1	0%
Gibbons Playground	1	0%

Table 6-15

Granada Park Garden	1	0%
Harambee Park	1	0%
Hardiman Playground	1	0%
Harvard Business Schl Athltc Fclts	1	0%
Hemenway Playground	1	0%
Johnson Park	1	0%
Kelly Playground	1	0%
Kevin Fitzgerald Park	1	0%
Malibu Beach	1	0%
Martin/Hilltop Playground	1	0%
Maverick Landing Park	1	0%
McConnell Park	1	0%
McGann Park	1	0%
McKinney Playground	1	0%
Mission Hill Playground	1	0%
Mother's Rest at Four Corners	1	0%
Murphy Playground	1	0%
Myrtle Street Playground	1	0%
Orchard Park	1	0%
Pagel Playground	1	0%
Paris Street Playground	1	0%
Phillips Street Park	1	0%
Polcari Park	1	0%
Porzio Park	1	0%
Post Office Square Park	1	0%
Ramler Park	1	0%
Ramsay Park	1	0%
Reservation Road Park	1	0%
Roberts Playground	1	0%
Ryan Play Area	1	0%
Savin Hill Beach	1	0%
Scarmella/Maverick Square	1	0%
Symphony Road Garden	1	0%
Thomas Park/Telegraph Hill	1	0%
Titus Sparrow Garden	1	0%
Toohig Playground	1	0%
Tynan Schoolyard	1	0%
UMass Boston Athletic Fields	1	0%
Walter Street Tract	1	0%
Wilson Park	1	0%
IndeterminateResponse	24	2%
Don'tKnowDon'tRemember	16	2%
Total	1053	100%

Figure 6-15

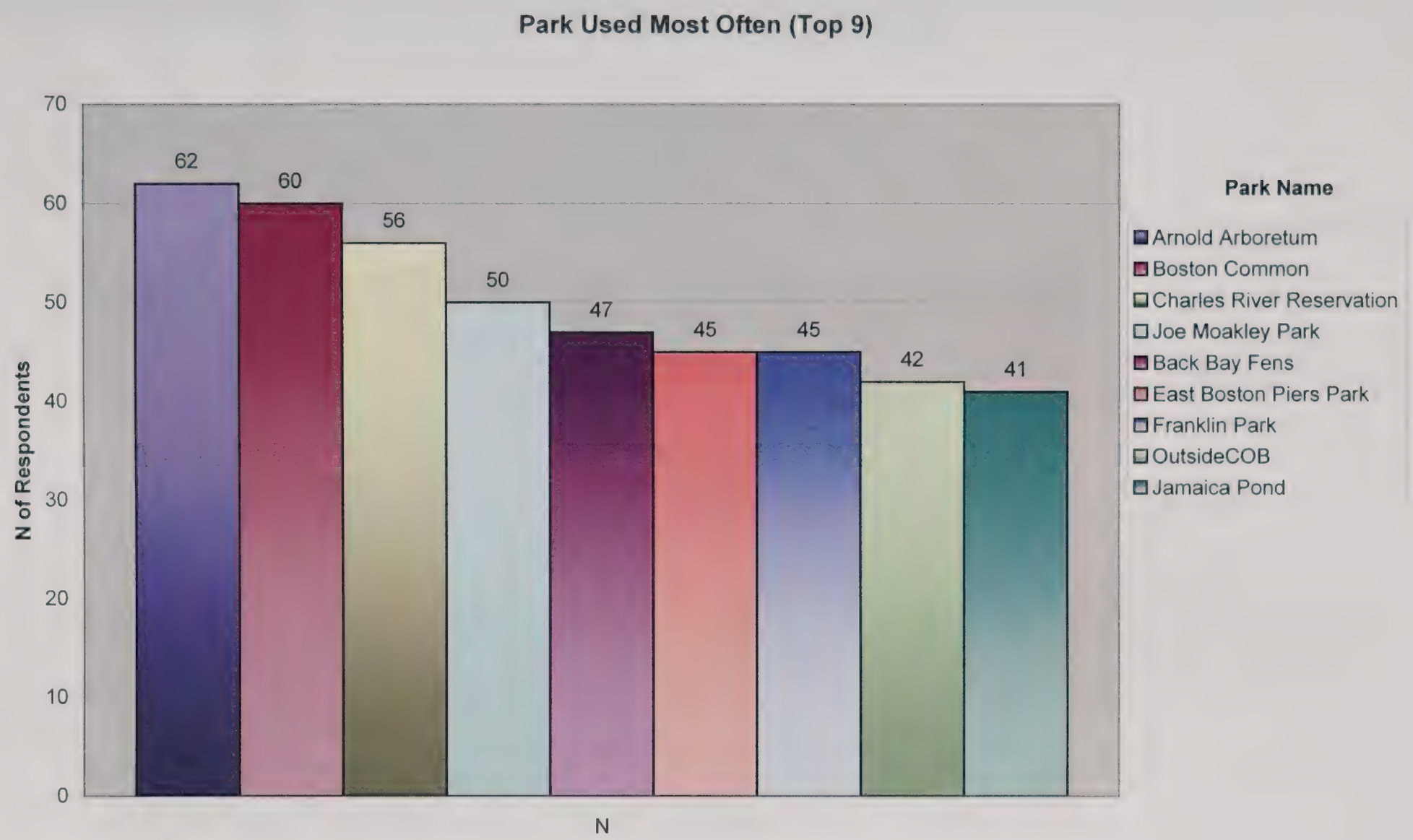

Park Used Most Often (Top 9)
N of Respondents
70
60
50
40
30
20
10
0
62
60
56
50
47
45
45
42
41
N
Park Name
Arnold Arboretum
Boston Common
Charles River Reservation
Joe Moakley Park
Back Bay Fens
East Boston Piers Park
Franklin Park
OutsideCOB
Jamaica Pond

Figure 6-16

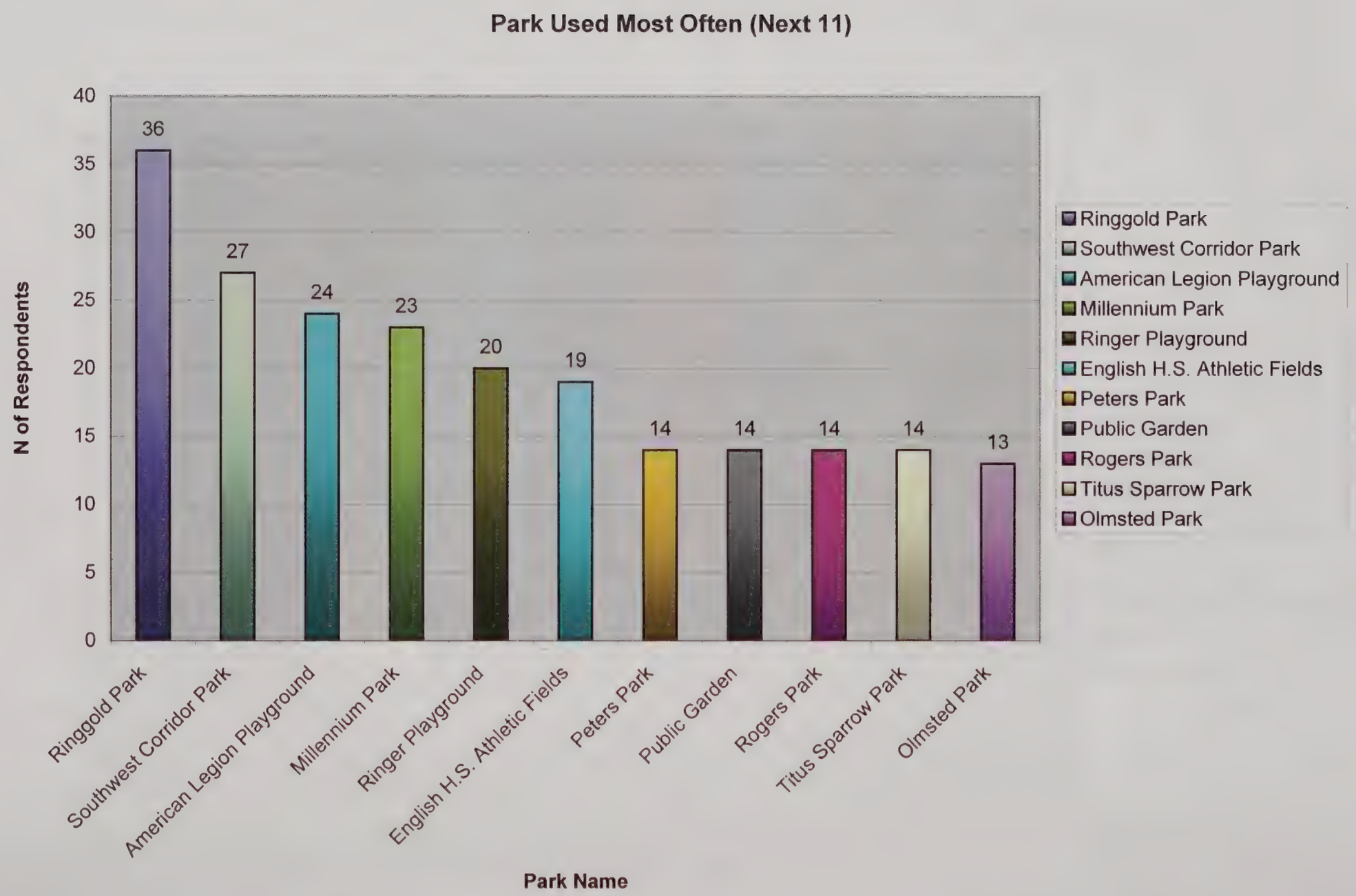

Park Used Most Often (Next 11)
N of Respondents
40
35
30
25
20
15
10
5
0
36
27
24
23
20
19
14
14
14
14
13
Ringgold Park
Southwest Corridor Park
American Legion Playground
Millennium Park
Ringer Playground
English H.S. Athletic Fields
Peters Park
Public Garden
Rogers Park
Titus Sparrow Park
Olmsted Park
Park Name

Table 6-16

Visitation: Days Per Month		
Range	N	%
1 to 3	86	9%
4 to 6	190	20%
7 to 8	86	9%
9 to 12	194	20%
13 to 16	92	9%
17 to 19	11	1%
20 to 22	113	12%
23 to 25	65	7%
26 to 29	23	2%
30 to 31	113	12%
Total	973	100%

Figure 6-17

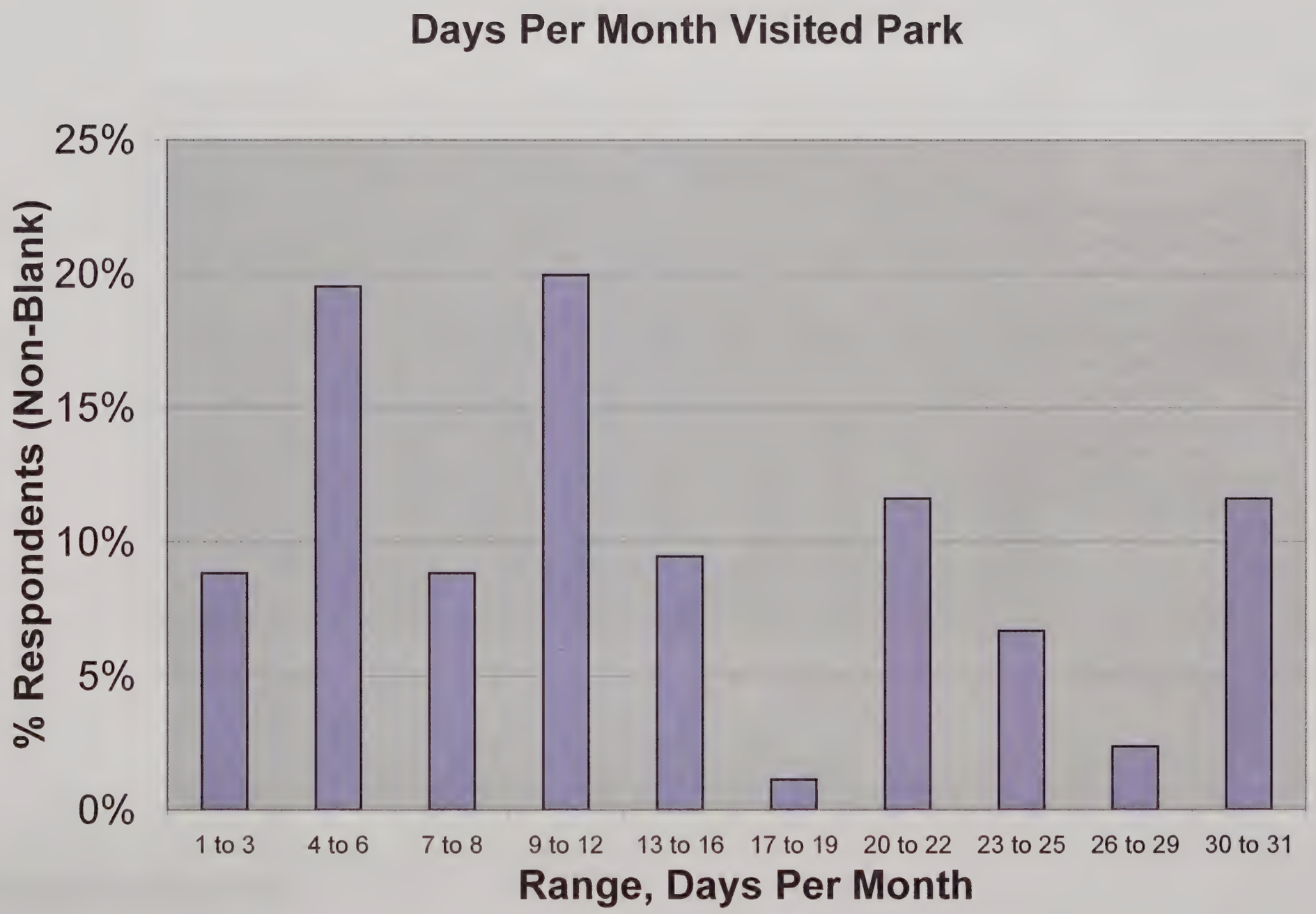

Days Per Month Visited Park
% Respondents (Non-Blank)
25%
20%
15%
10%
5%
0%
1 to 3
4 to 6
7 to 8
9 to 12
13 to 16
17 to 19
20 to 22
23 to 25
26 to 29
30 to 31
Range, Days Per Month

Table 6-17

Time of Week Park Used	N	%
Weekdays Only	55	5%
Weekends Only	96	10%
Both Weekdays & Weekends	853	85%
Total	1004	100%

Figure 6-18

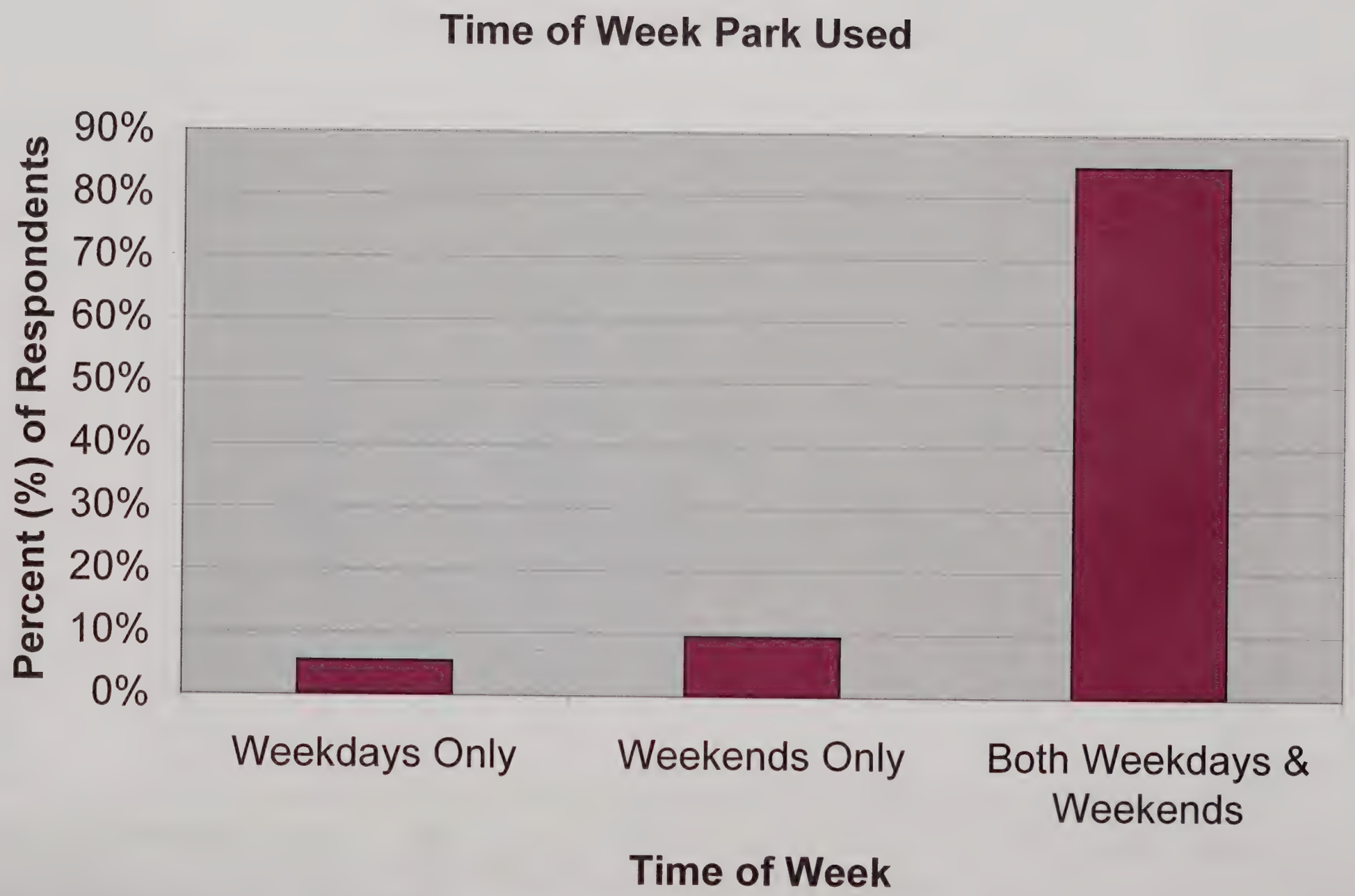

Time of Week Park Used
Percent (%) of Respondents
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Weekdays Only
Weekends Only
Both Weekdays & Weekends
Time of Week

Table 6-19

Means of Travel to/From Park	N	%
Walk	734	73%
Run/Jog	49	5%
Skateboard	0	0%
Inline/Roller Skate	3	0%
Wheelchair	1	0%
Bicycle	46	5%
Public Tranportation	41	4%
Taxicab/Livery	0	0%
Zipcar	0	0%
Private Motor Vehicle	128	13%
N/A	0	0%
Total	1002	100%

Figure 6-20

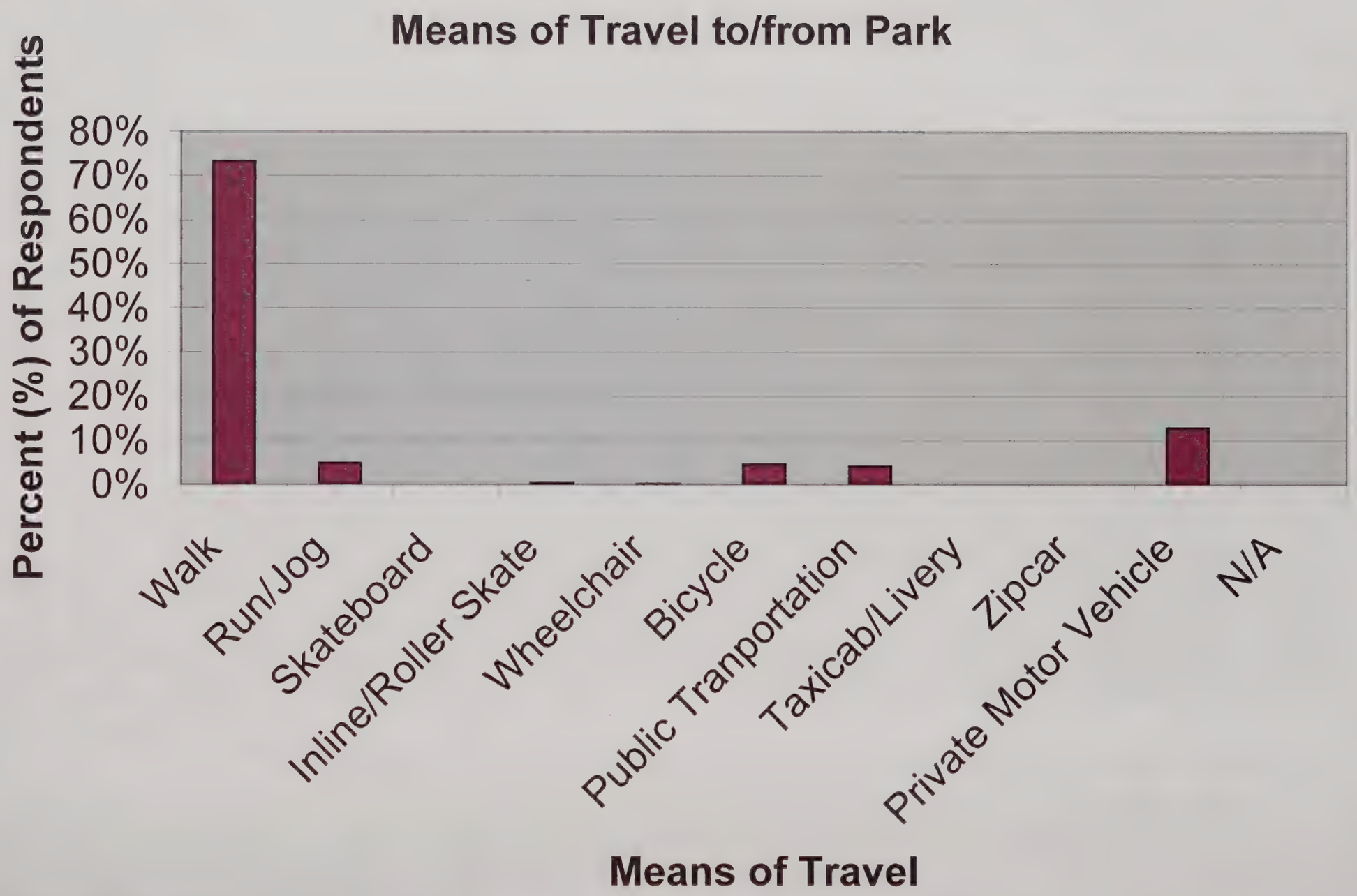

Means of Travel to/from Park
Percent (%) of Respondents
80%
70%
60%
50%
40%
30%
20%
10%
0%
Walk
Run/Jog
Skateboard
Inline/Roller Skate
Wheelchair
Bicycle
Public Tranportation
Taxicab/Livery
Zipcar
Private Motor Vehicle
N/A
Means of Travel

Table 6-20

General Activity Park Used For	N
Exercise/Fitness	454
Simple Relaxation/Passive Recreation	437
Enjoy Nature	421
Spend Time with Family/Friends	318
Take Child for Free Play/Playground/Pick-up Game	260
Organized (Team) Sports	232
Walk Your Dog	211
Attend Special Events	206
Casual Pick-up Games	164
Other	129
Individual (Non-Team) Sports	115
Gardening/Beautification	55
Take Child for Organized Sports (Practices/Games)	49

Figure 6-21

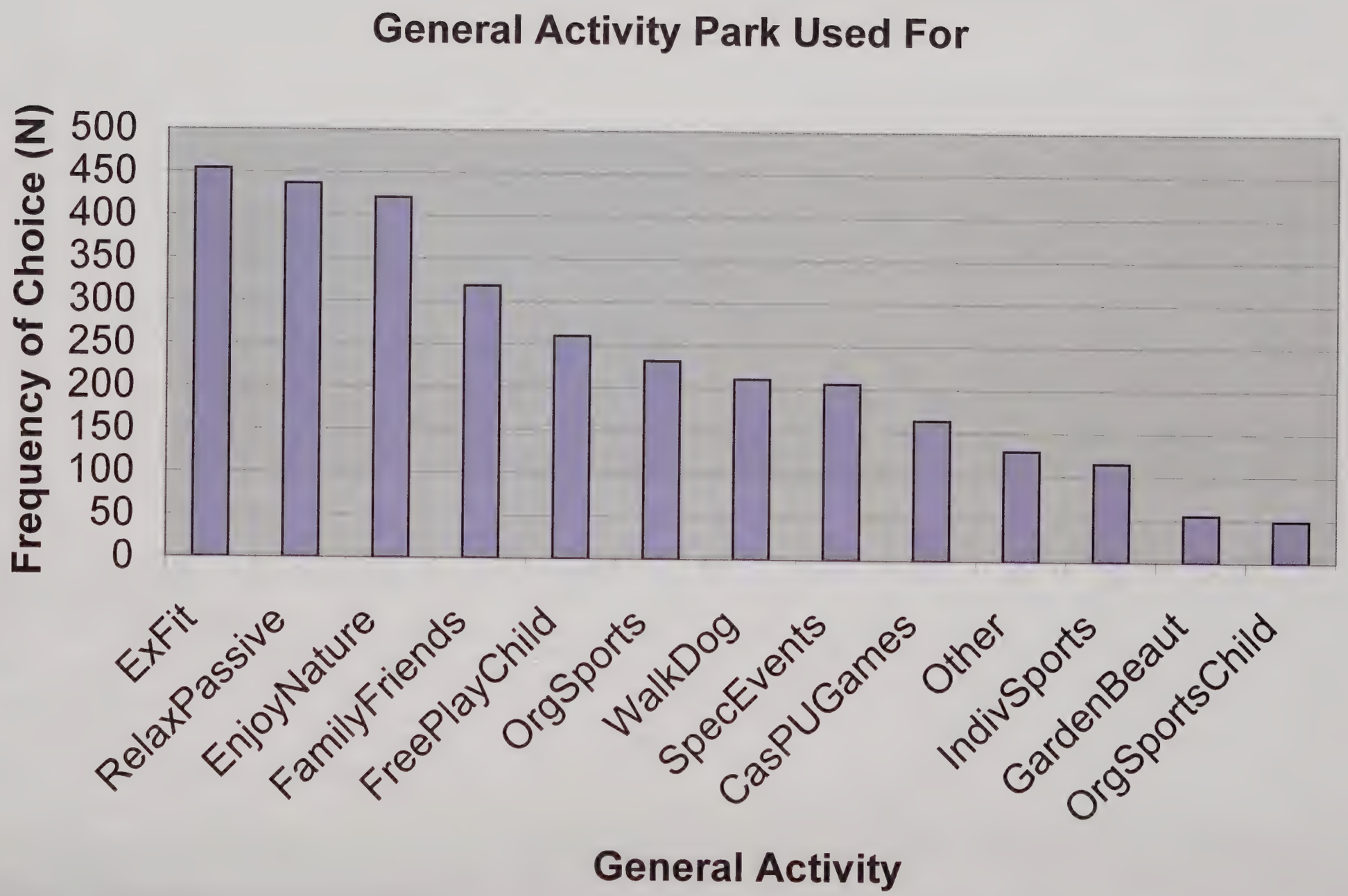

General Activity Park Used For
Frequency of Choice (N)
500
450
400
350
300
250
200
150
100
50
0
ExFit
RelaxPassive
EnjoyNature
FamilyFriends
FreePlayChild
OrgSports
WalkDog
SpecEvents
CasPUGames
Other
IndivSports
GardenBeaut
OrgSportsChild
General Activity

Table 6-21

Current Sports/Activities Played in Park	
Sport/Activity	N
Walking	401
Ultimate Frisbee	217
Running	203
Bicycling	199
Soccer	161
Do Not Play Any Sports	121
Basketball	110
Other	88
Tennis	77
NA	55
Baseball	54
Softball	51
Skateboard	51
Football	42
Ice Skating	42
Rugby	40
Inline/Roller Skating	34
Little League Baseball	32
Flag Football	31
Track & Field	28
Canoeing/Kayaking	26
Cross Country Skiing	23
Bouldering/Climbing	16
Lacrosse	15
Sailing/Boating	13
Golf	13
Race Walking	12
Street Hockey	11
Bocce	11
Netball	10
Horseshoes	8
Irish Football	5
Cricket	4
Handball	4
Volleyball	4
Fishing	4
Field Hockey	2
Racquetball	0

Figure 6-22

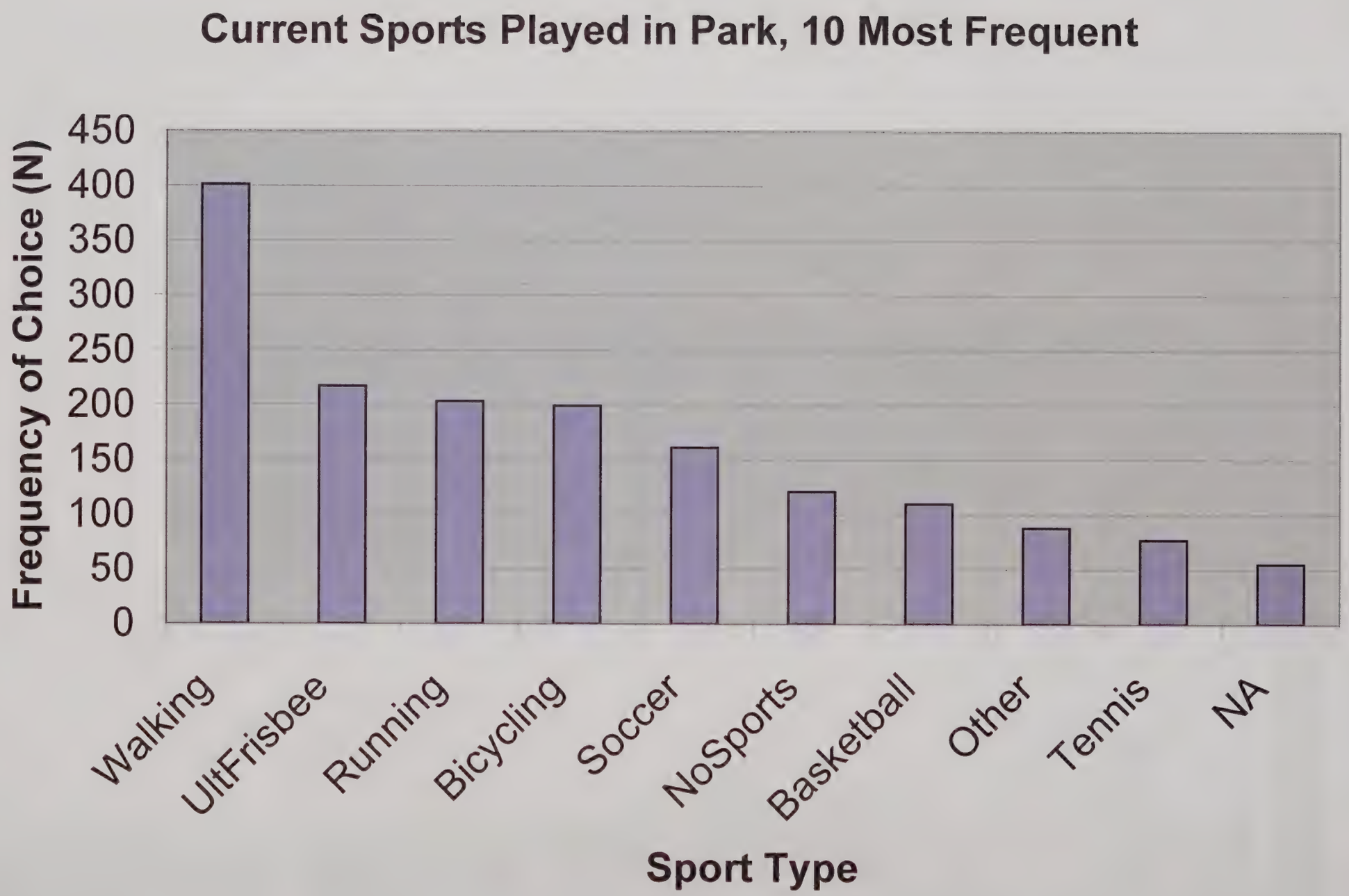

Current Sports Played in Park, 10 Most Frequent
Frequency of Choice (N)
450
400
350
300
250
200
150
100
50
0
Walking
UltFrisbee
Running
Bicycling
Soccer
NoSports
Basketball
Other
Tennis
NA
Sport Type

Figure 6-23

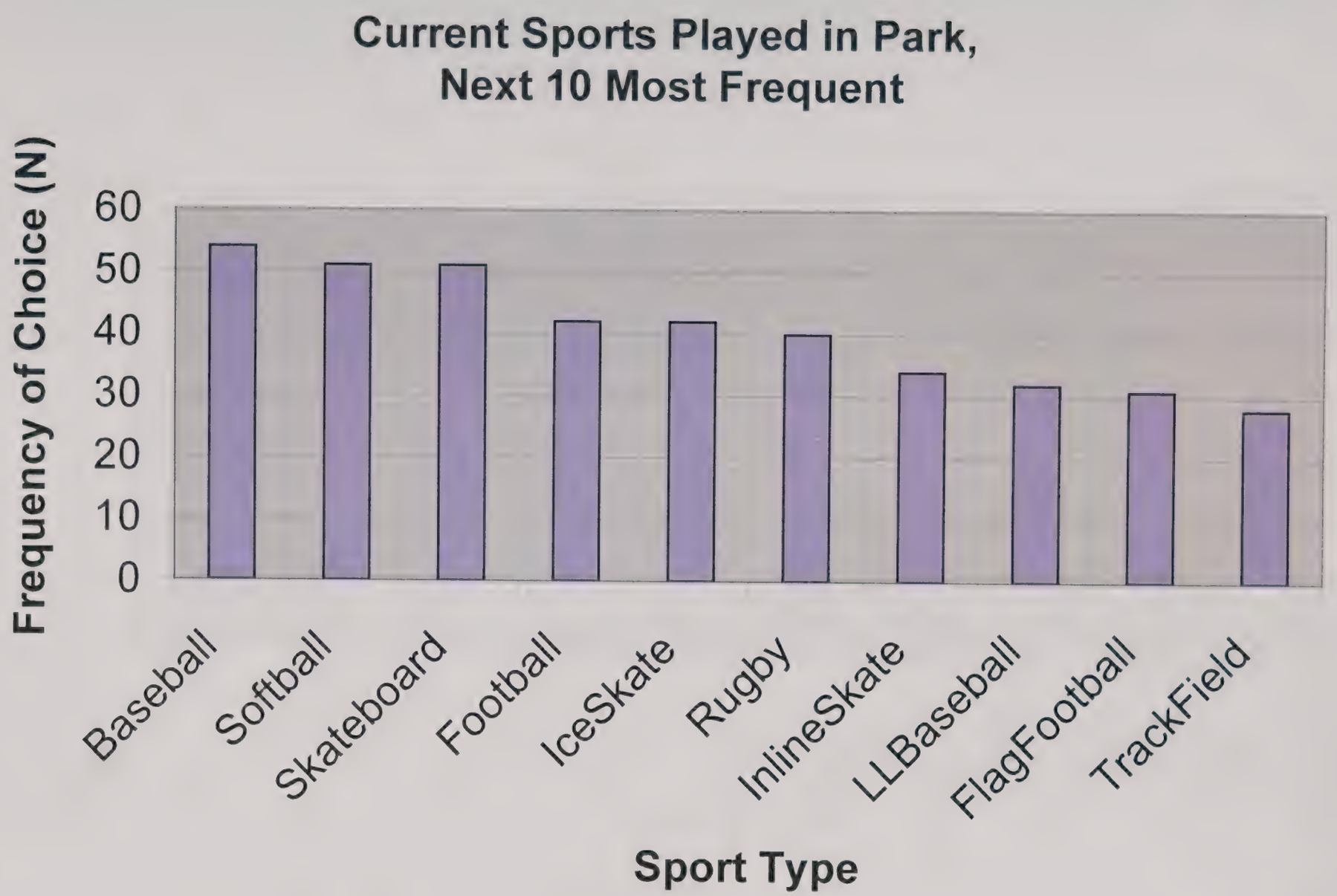

Current Sports Played in Park,
Next 10 Most Frequent
Frequency of Choice (N)
60
50
40
30
20
10
0
Baseball
Softball
Skateboard
Football
IceSkate
Rugby
InlineSkate
LLBaseball
FlagFootball
TrackField
Sport Type

Table 6-22

Desired Sport 5 Years Hence	
Sport/Activity	N
Walking	404
Bicycling	230
Ultimate Frisbee	226
Running	226
Soccer	200
Basketball	148
Tennis	129
Softball	89
Baseball	77
Skateboard	71
Do Not Play Any Sports	66
Ice Skating	60
Football	57
Canoeing/Kayaking	56
Inline/Roller Skating	53
NA	52
Other	52
Little League Baseball	48
Flag Football	44
Bouldering/Climbing	42
Rugby	39
Cross Country Skiing	30
Track & Field	28
Sailing/Boating	28
Lacrosse	21
Golf	20
Street Hockey	18
Race Walking	17
Bocce	17
Netball	17
Fishing	16
Horseshoes	15
Cricket	9
Volleyball	8
Irish Football	6
Handball	6
Racquetball	5
Field Hockey	3

Figure 6-24

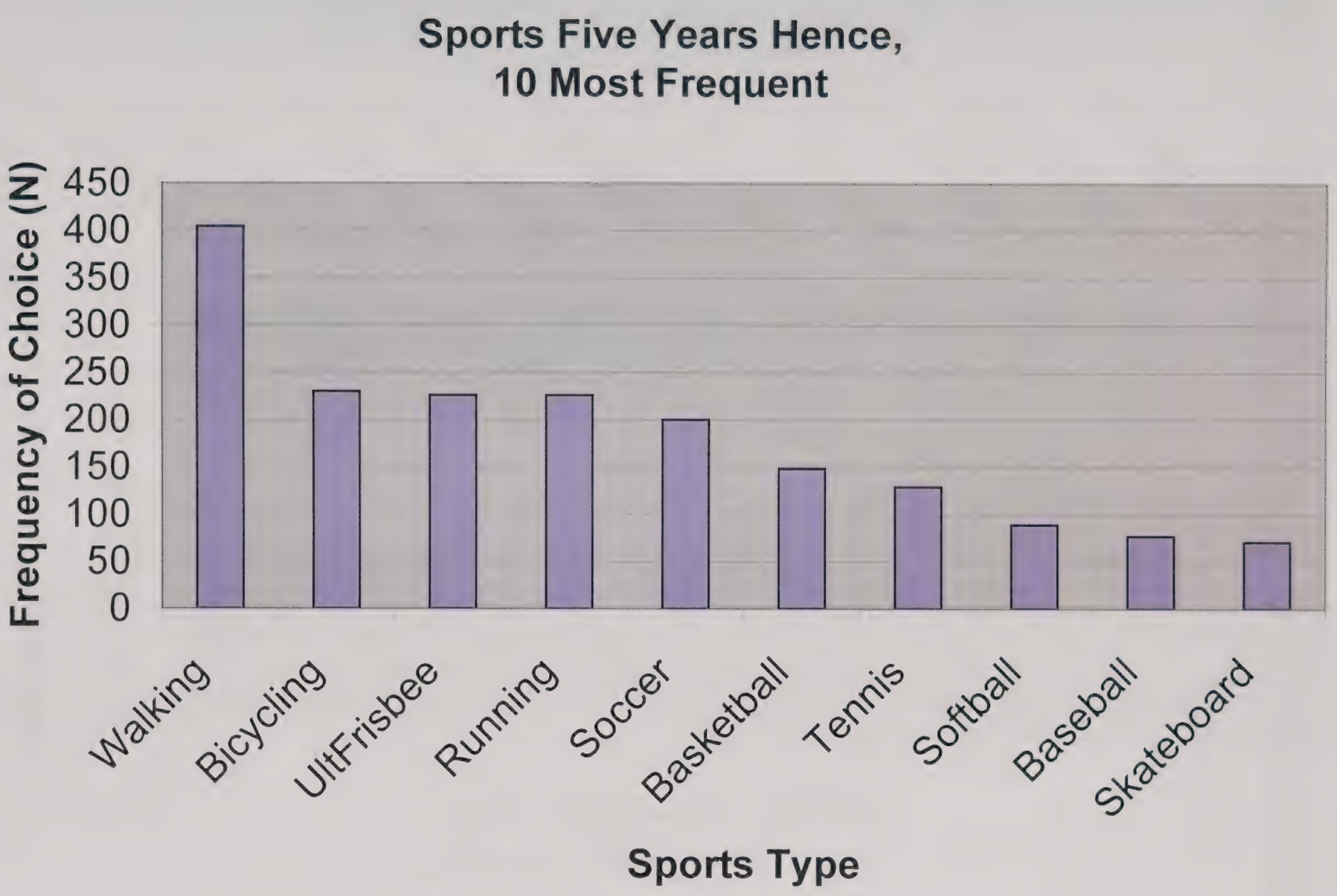

Sports Five Years Hence,
10 Most Frequent
Frequency of Choice (N)
450
400
350
300
250
200
150
100
50
0
Walking
Bicycling
UltFrisbee
Running
Soccer
Basketball
Tennis
Softball
Baseball
Skateboard
Sports Type

Figure 6-25

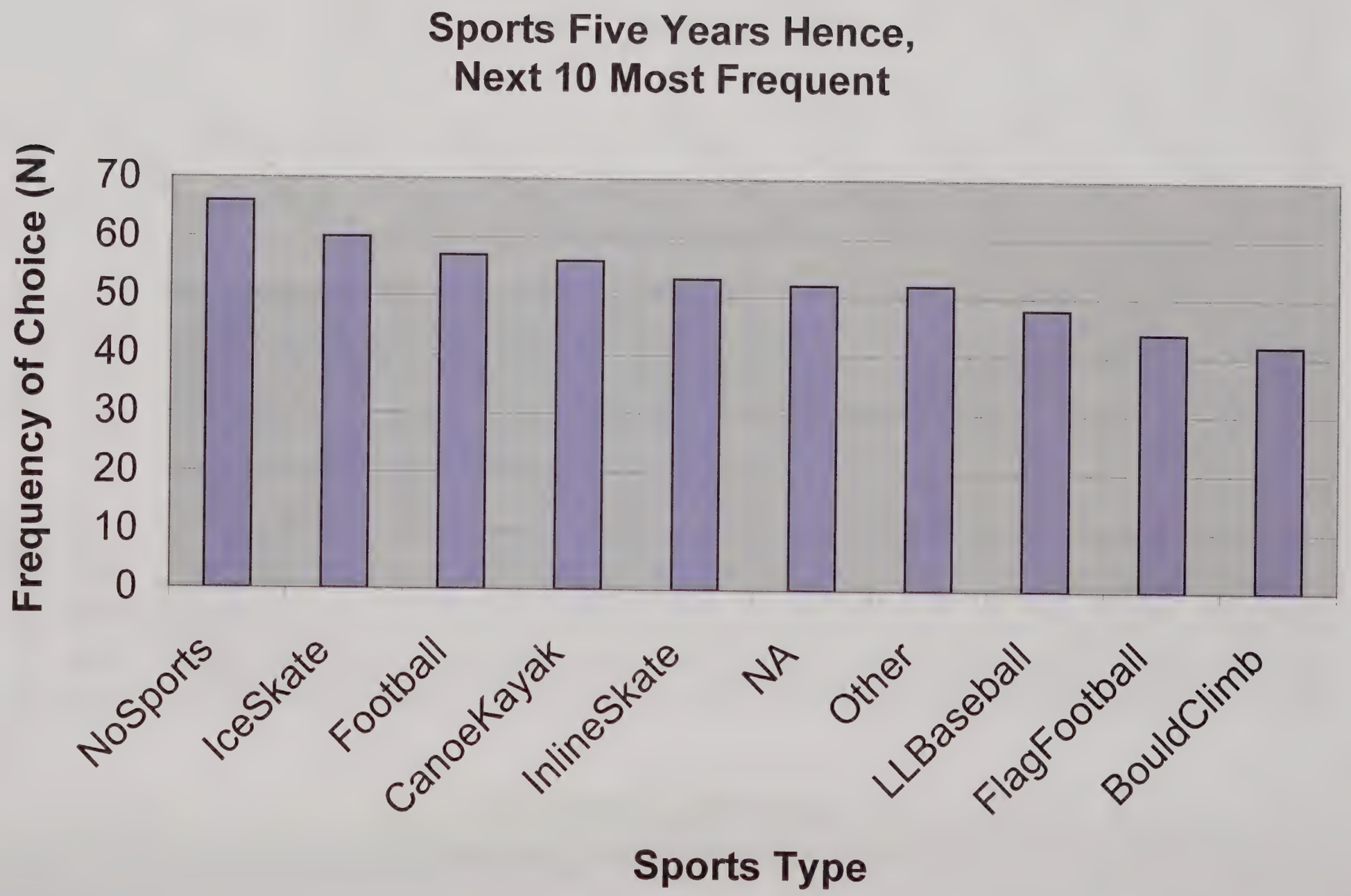

Sports Five Years Hence,
Next 10 Most Frequent
Frequency of Choice (N)
70
60
50
40
30
20
10
0
NoSports
IceSkate
Football
CanoeKayak
InlineSkate
NA
Other
LLBaseball
FlagFootball
BouldClimb
Sports Type

Table 6-23

Percent (%) Change between Current Sport/Activity vs. Five Years Hence			
Sport/Activity	Current Sport/Activity: N	Five Year Hence Sport/Activity: N	% Change
Walking	401	404	1
Ultimate Frisbee	217	226	4
Running	203	226	11
Bicycling	199	230	16
Soccer	161	200	24
Do Not Play Any Sports	121	66	-45
Basketball	110	148	35
Other	88	52	-41
Tennis	77	129	68
NA	55	52	-5
Baseball	54	77	43
Softball	51	89	75
Skateboard	51	71	39
Football	42	60	43
Ice Skating	42	57	36
Rugby	40	39	-3
Inline/Roller Skating	34	53	56
Little League Baseball	32	48	50
Flag Football	31	44	42
Track & Field	28	28	0
Canoeing/Kayaking	26	56	115
Cross Country Skiing	23	30	30
Bouldering/Climbing	16	42	163
Lacrosse	15	21	40
Sailing/Boating	13	28	115
Golf	13	20	54
Race Walking	12	17	42
Street Hockey	11	18	64
Bocce	11	17	55
Netball	10	17	70
Horseshoes	8	15	88
Irish Football	5	6	20
Cricket	4	16	300
Handball	4	9	125
Volleyball	4	8	100
Fishing	4	6	50
Field Hockey	2	3	50
Racquetball	0	5	N/A

Figure 6-26

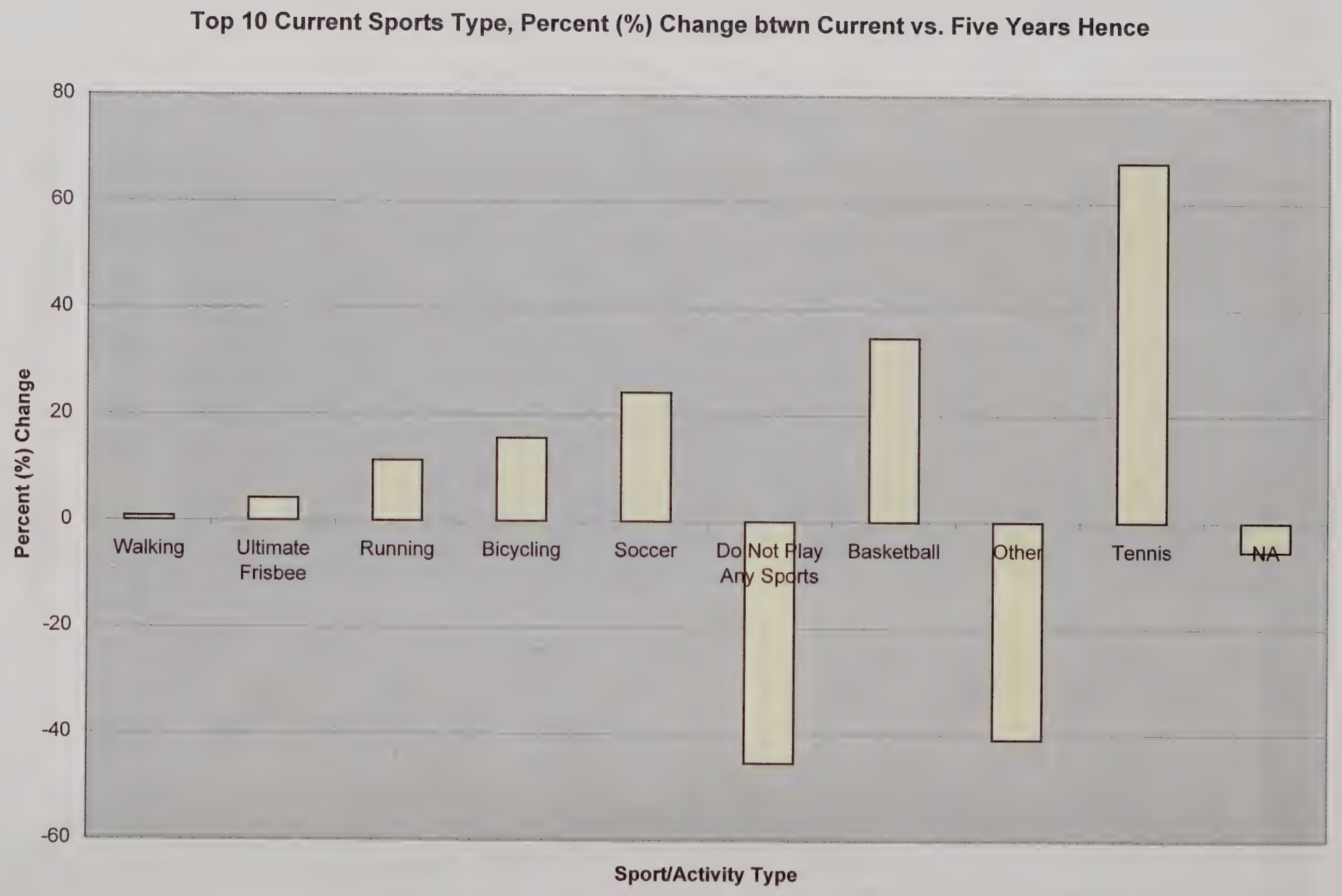

Top 10 Current Sports Type, Percent (%) Change btwn Current vs. Five Years Hence
80
60
40
20
0
-20
-40
-60
Percent (%) Change
Walking
Ultimate Frisbee
Running
Bicycling
Soccer
Do Not Play Any Sports
Basketball
Other
Tennis
NA
Sport/Activity Type

Figure 6-27

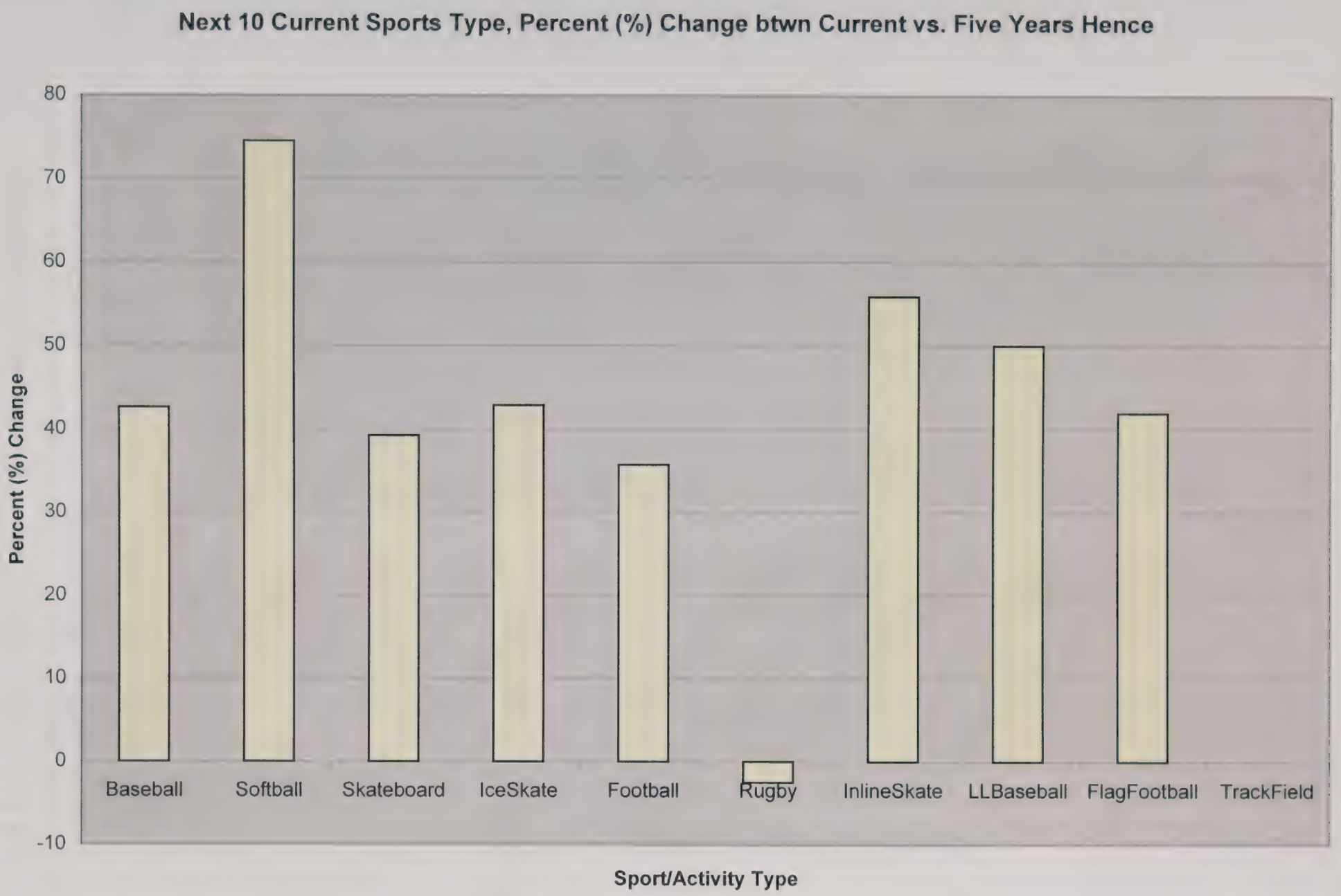

Next 10 Current Sports Type, Percent (%) Change btwn Current vs. Five Years Hence
80
70
60
50
40
30
20
10
0
-10
Percent (%) Change
Baseball
Softball
Skateboard
IceSkate
Football
Rugby
InlineSkate
LLBaseball
FlagFootball
TrackField
Sport/Activity Type

Table 6-24

Nature-Oriented Activities	N
View Scenery w/o Guide/books while in Park	596
Natural Area Clean-up or Improvement Projects	287
Nature Photography	212
Birding (Bird Watching)	191
Do Not Pursue Any Nature-Oriented Activities	120
NA	97
Self-Guided Walks	89
Guided Nature Walks	80
Plant or Animal Identification	76
Other	56
Boston Park Ranger Tours	51

Figure 6-28

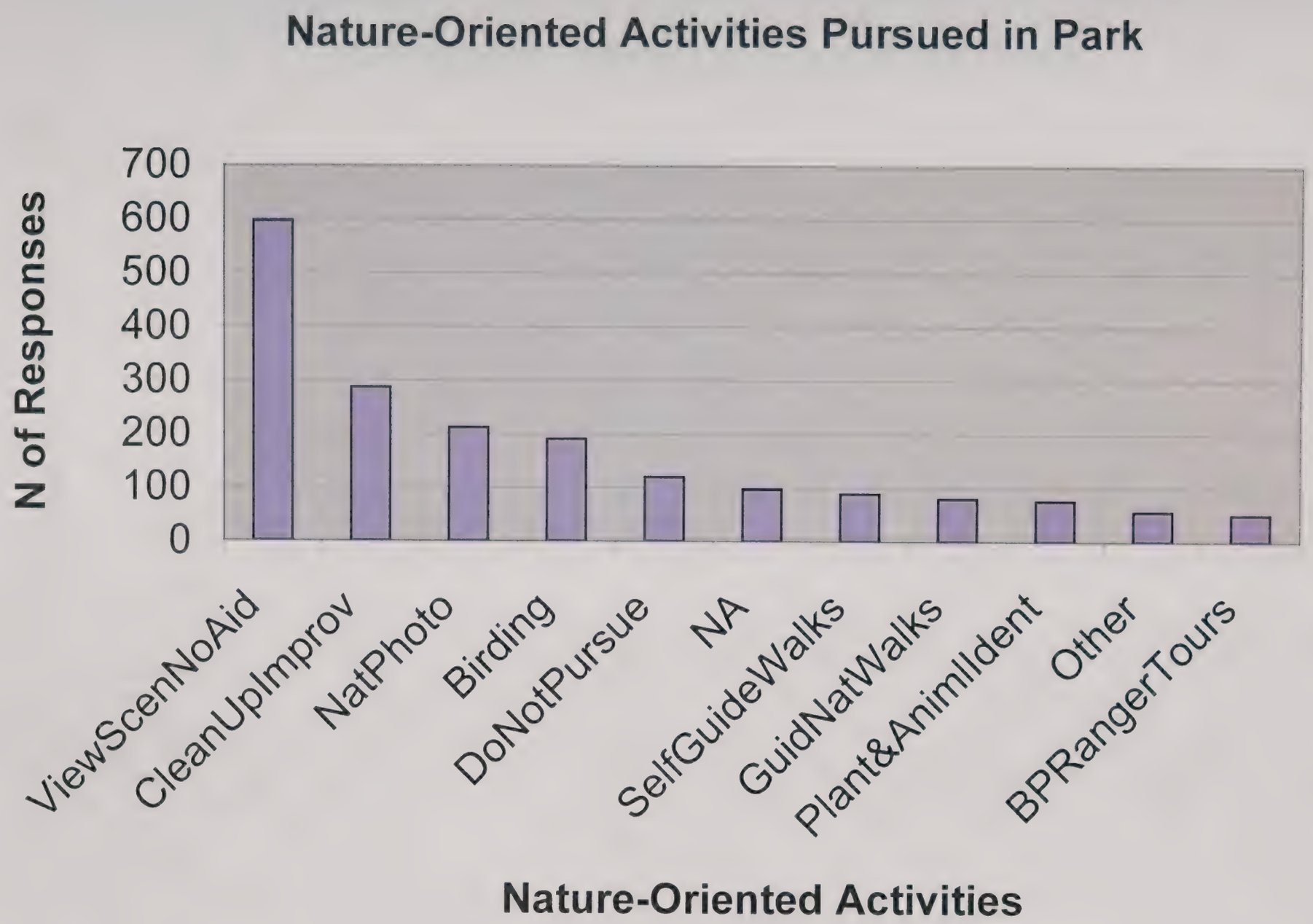

Nature-Oriented Activities Pursued in Park
N of Responses
700
600
500
400
300
200
100
0
ViewScenNoAid
CleanUpImprov
NatPhoto
Birding
DoNotPursue
NA
SelfGuideWalks
GuidNatWalks
Plant&AnimIIdent
Other
BPRangerTours
Nature-Oriented Activities

Table 6-25

Changes Desired in Park	N
Improve Maintenance	421
Improve Vegetation (Landscape)	307
Improve Existing Park Facilities	266
Improve Public Safety	231
Improve Dog Control	218
More Active Facilities (Sports-Oriented)	187
Address Dog Owners' Needs	178
Improve or Add Programs & Special Events	176
More Passive Facilities (Relaxation-Oriented)	90
Improve Access	85
More Linear Facilities (Paths/Trails)	60
No Change Needed	45
Other	36
Undecided/No Answer	2

Figure 6-29

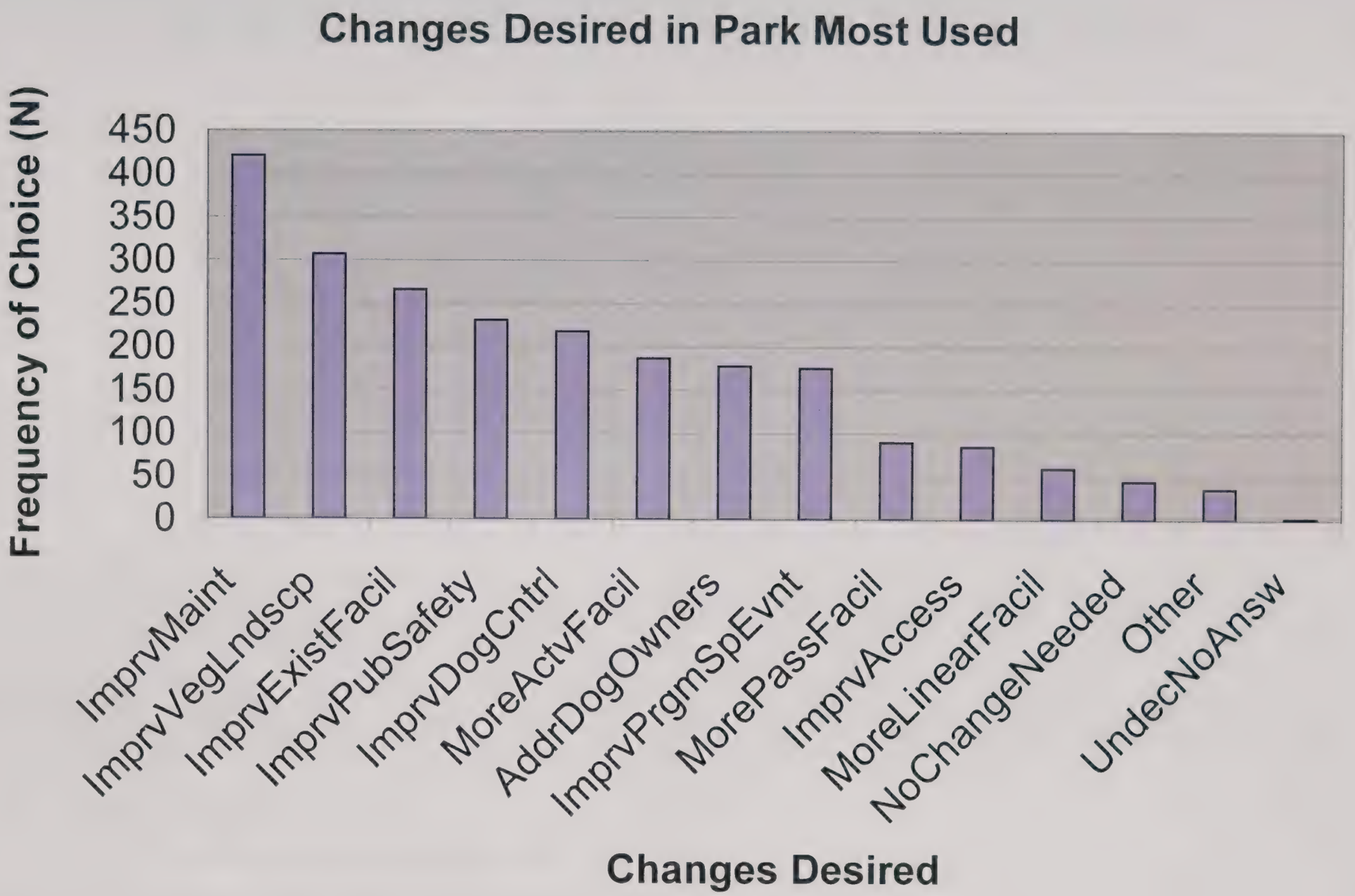

Changes Desired in Park Most Used
Frequency of Choice (N)
450
400
350
300
250
200
150
100
50
0
ImprvMaint
ImprvVegLndscp
ImprvExistFacil
ImprvPubSafety
ImprvDogCntrl
MoreActvFacil
AddrDogOwners
ImprvPrgmSpEvnt
MorePassFacil
ImprvAccess
MoreLinearFacil
NoChangeNeeded
Other
UndecNoAnsw
Changes Desired

Table 6-26

Perceived Neighborhood Open Space Needs	N
Improve Maintenance	337
Protect Open Space from Conversion to Non-Open Space Uses	289
Improve Existing Park Facilities	262
Improve Vegetation (Landscape)	221
Improve Public Safety	219
Improve Dog Control	196
More Sports Facilities (Ball Fields, Courts, Etc.)	194
More Open Space in The Neighborhood	188
Address Dog Owners' Needs	176
Improve Natural Areas (Woods, Wetlands, Marshes, Etc.)	169
More Passive Open Space (Green Space Parks)	155
Improve or Add Programs & Special Events	147
More Linear Open Space (Walking/Biking Paths, Trails, Etc.)	139
Improve or Add Community Gardens	136
Other	115
More Children's Play Lots	108
More Regional Open Space In The Neighborhood	96
Improve Access	74
Nothing Needed	20
Undecided/No Answer	4

Figure 6-30

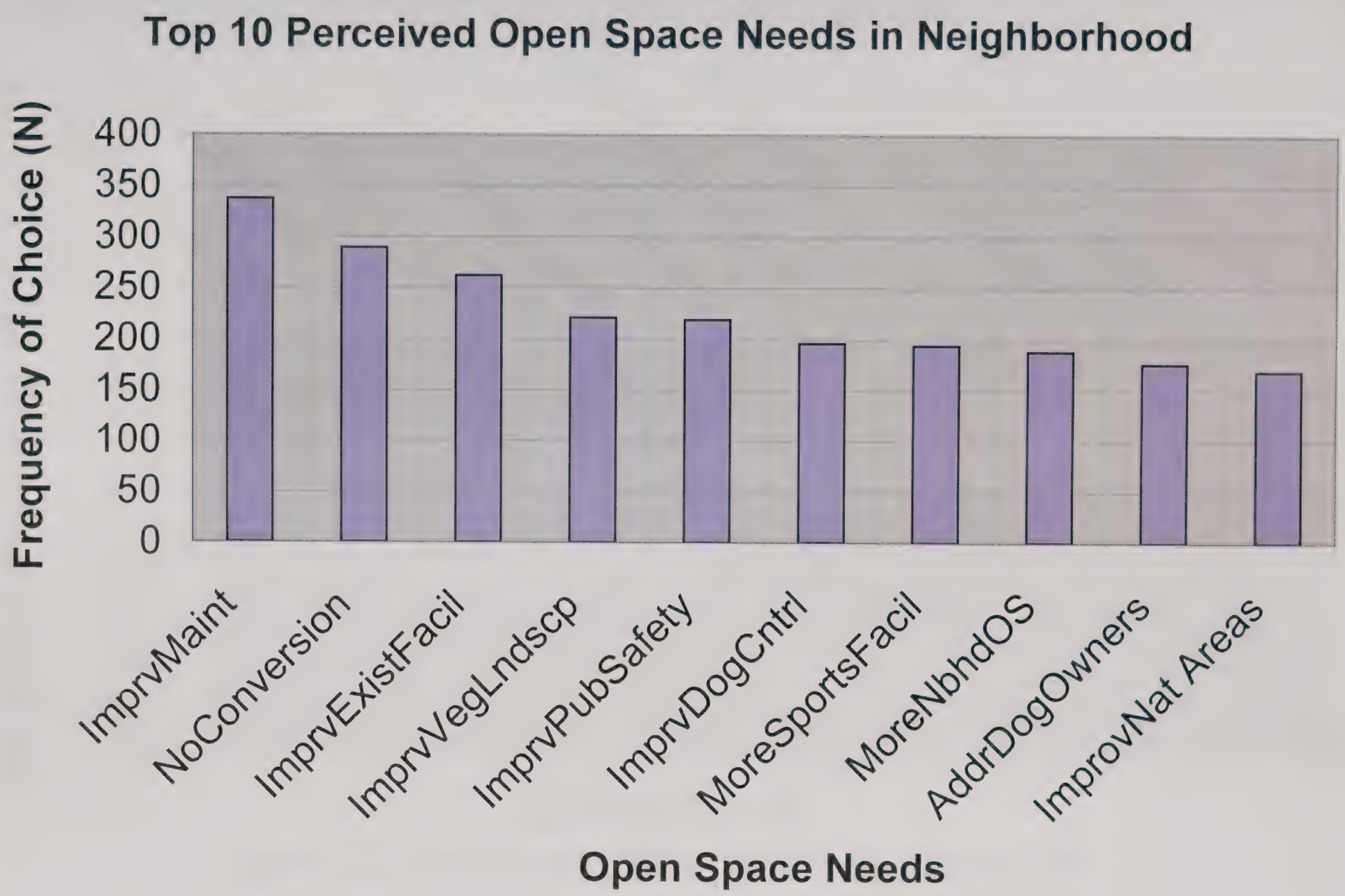

Top 10 Perceived Open Space Needs in Neighborhood
Frequency of Choice (N)
400
350
300
250
200
150
100
50
0
ImprvMaint
NoConversion
ImprvExistFacil
ImprvVegLndscp
ImprvPubSafety
ImprvDogCntrl
MoreSportsFacil
MoreNbhdOS
AddrDogOwners
ImprovNat Areas
Open Space Needs

Figure 6-31

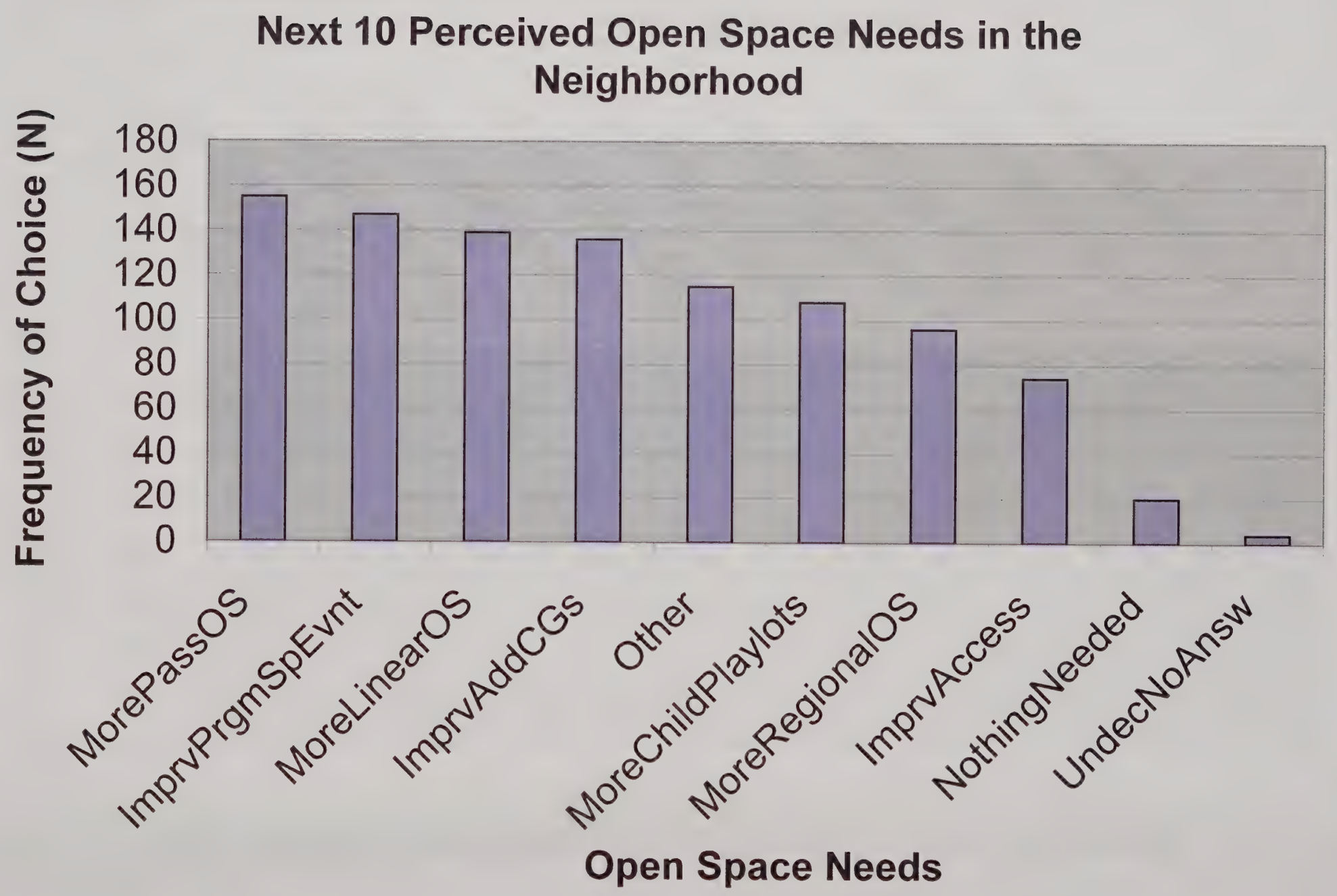

Next 10 Perceived Open Space Needs in the Neighborhood
Frequency of Choice (N)
180
160
140
120
100
80
60
40
20
0
MorePassOS
ImprvPrgmSpEvnt
MoreLinearOS
ImprvAddCGs
Other
MoreChildPlaylots
MoreRegionalOS
ImprvAccess
NothingNeeded
UndecNoAnsw
Open Space Needs

Table 6-27

Participation in Park Support Group	N	%
No or Blank	738	67%
Yes	367	33%
Total	1105	100%

Figure 6-32

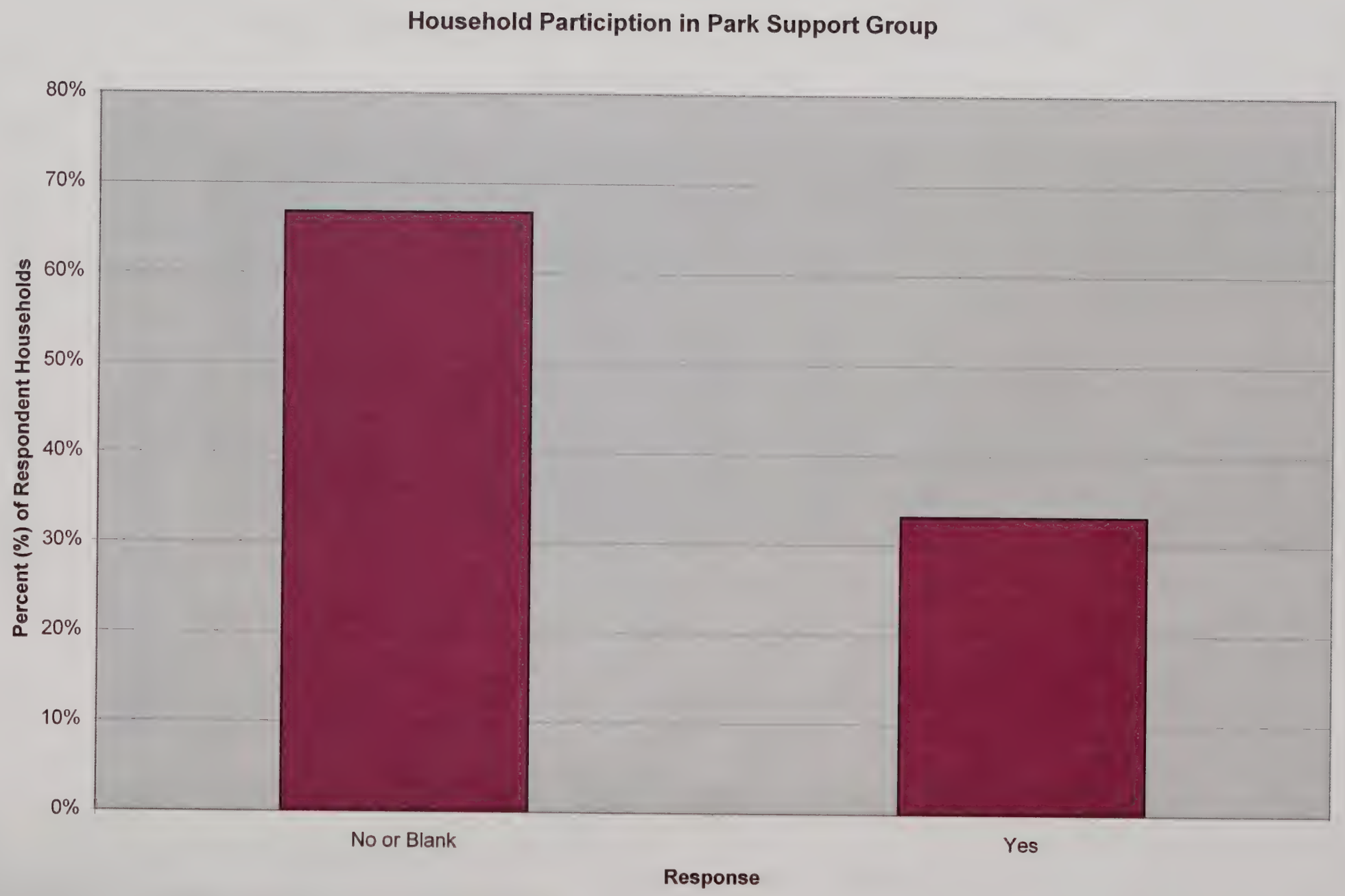
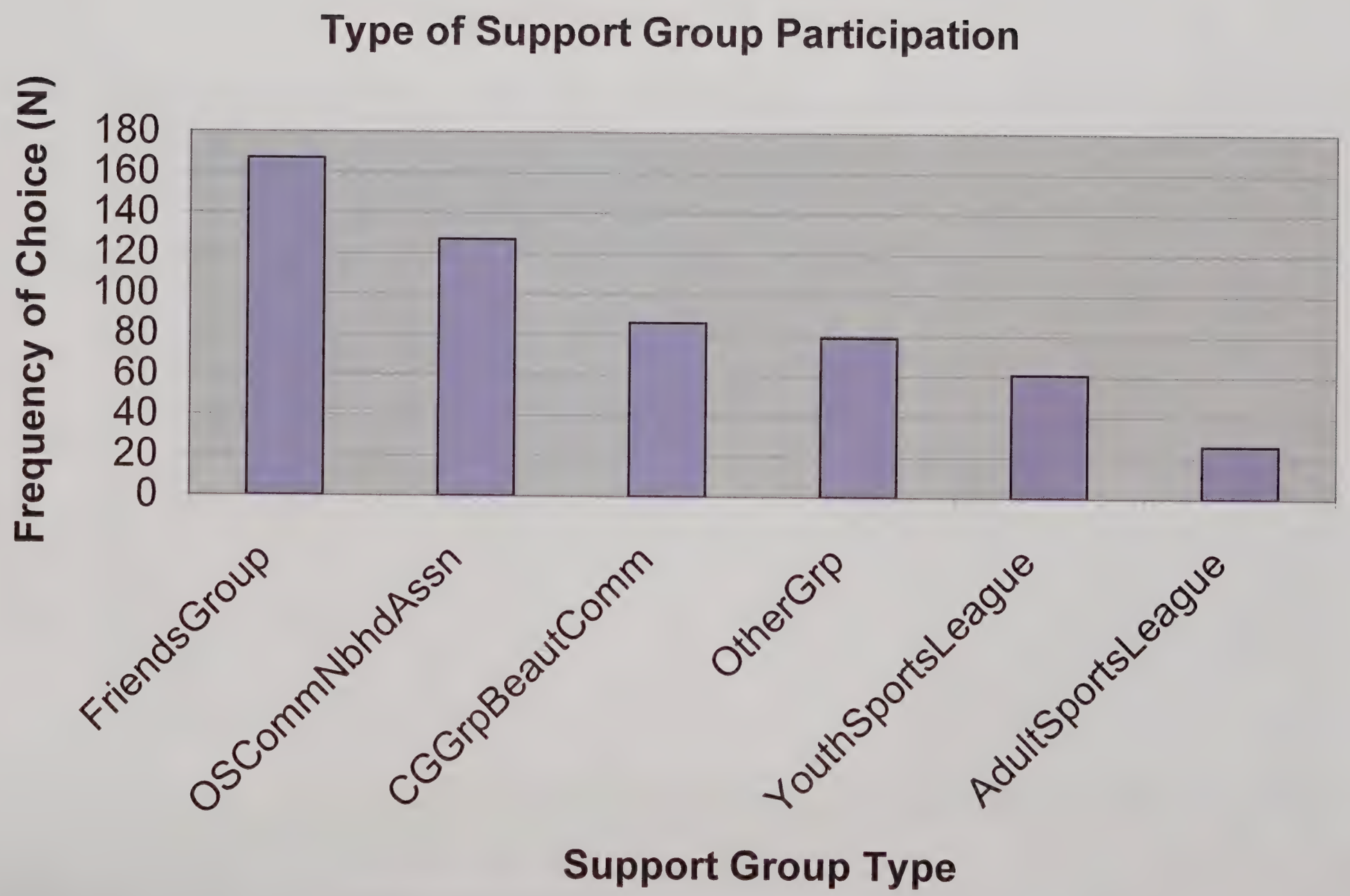

Household Participiption in Park Support Group
80%
70%
60%
50%
40%
30%
20%
10%
0%
Percent (%) of Respondent Households
No or Blank
Yes
Response

Table 6-28

Type of Support Group Participated In	N
Friends Group	167
Open Space Committee of Neighborhood Association	127
Community Garden Group/Beautification Committee	86
Other Group	79
Youth Sports League	61
Adult Sports League	26

Figure 6-33


Type of Support Group Participation
Frequency of Choice (N)
180
160
140
120
100
80
60
40
20
0
FriendsGroup
OSCommNbhdAssn
CGGrpBeautComm
OtherGrp
YouthSportsLeague
AdultSportsLeague
Support Group Type

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.1 Resource Protection
Section 7.2 Community Open Space & Recreation
Section 7.3 Open Space Systems Management

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.1.1 Resource Protection
GREENWAYS, TRAILS
& BIKEWAYS

Section 7.1.1:
Resource Protection
GREENWAYS, TRAILS & BIKEWAYS

OVERVIEW

Restoring Health, Maintaining Wellness
The rationale for urban parks posed by Frederick Law Olmsted, Sr. in the late 19th century was the need to restore health. This need was to be satisfied through a separation from both the hustle and bustle and confined spatial experiences of urban life. Olmsted sought to provide opportunities for the quiet contemplation of pastoral scenery as the preferred means of retreat from urban life.

By the beginning of the 20th century, others felt that, due to the limited land resources available within cities, more active recreation in smaller spaces could restore the health of urban dwellers. Joseph Lee pioneered and championed this concept when, here in Boston, he developed the first children's play lot in the United States. Play and physical activities even within the confines of small courts and play lots were felt to be as necessary for health as the quiet enjoyment of the large-scale pastoral landscape parks of the Olmsted model. The recreation model involving playlots would involve the purchase and maintenance of many smaller but more scattered spaces that would be accessible to residents on a day-to-day basis. These smaller spaces would also be more attractive fiscally, given the limitations of municipal budgets.

Both the Olmsted parks and the active playlot model of smaller interspersed play spaces endure because they do address our health and recreation needs. However, just as advances in public health led to these different types of parks, so too the more recent focus on greenways, trails, and bikeways in the urban environment has also been driven in part by health considerations. Certainly the activities fostered by these linear facilities are fun and worthy of being addressed for that reason alone. But one consensus among public health and medical experts that has developed during the late 20th century has been that aerobic activity – active and continuous large muscle exertion that generates significant increases in heart rate for 15 or 20 minutes or more – can provide significant overall health benefits, including the prevention of disease and the improvement in general mood and attitude.[1] This type of aerobic activity can be conducted in an extremely limited space, thanks to exercise machines. However, many cannot afford

such equipment in their home, or the costs of membership in health clubs and related facilities.

Even those who have such equipment or access to health clubs want to engage in aerobic activity outdoors. The general preference in this country has been to favor pathways that also involve a contact with scenic, naturalistic surroundings. Users of such nature-oriented pathways speak of how such surroundings are an incentive to exercise regularly, as the repetitiveness of exercise, particularly conducted indoors, can lead to boredom. Even those who exercise regularly on exercise equipment often do so with the goal of being fit for outdoor recreational activities.

Technological Changes
Other factors that have influenced interest in linear facilities such as greenways, trails, and bikeways are technological advances that have created new recreational pursuits or made existing types of recreation more enjoyable or less expensive. Shoe manufacturers have incorporated materials that have made recreational activities less jarring and more able to be conducted in all types of weather conditions. The development and refinement of mountain bikes, in-line skates, skateboards, and even roller skis have created further demand for linear facilities.

Protecting the Environment
Certain ecological assets, particularly oceanfronts, rivers, and streams, lend themselves to support linear recreational facilities. Environmentalists see public access to such resources via linear recreational facilities as a means of protecting the resource; first, by bringing "eyes" out to it so that threats and harms can be identified and then addressed; second, by creating a constituency to advocate for long-term protection and improvement of these facilities.

Adaptive Re-Use of Abandoned Rail Lines
Another factor has been the trend toward abandonment of underused rail corridors. The Rails-to-Trails Conservancy, a national organization, supports the conversion of such abandoned rail lines into linear recreational facilities. The most prominent example here in eastern Massachusetts is the Minuteman Bikeway that extends from Arlington to Lexington and Bedford. It is well used for commuting and recreation and is often crowded on weekends. Many businesses along the bikeway try to capture this market, posting signs to attract customers from the trail. Before the bikeway was built, these businesses had turned their backs to this abandoned industrial corridor.

Analysis of Needs

Presidential Commissions and Congressional Acts: the Policy Spur
From a policy point of view, the current emphasis on linear recreational facilities emerged in large part in response to the 1986 Report of the President's Commission on Americans Outdoors, which called for a focus on greenways. This was a response to two phenomena. One was the rising value of land. The purchase of large tracts for use as large parks was seen as becoming increasing costly and beyond the reach of many government agencies. The other was the concern about close-to-home recreation. Perhaps a holdover from the energy-conscious times of the 1970s, several policymakers felt that many park areas were sited far from where the "market" for them was located. While becoming increasingly suburbanized, the nation's population was still largely located in metropolitan areas. Again, given rising land costs, public land acquisition efforts became focused on large tracts in ex-urban and rural surroundings. Yet, given rising energy costs and decreasing amounts of leisure time, many urban and even suburban residents could not afford the cost or the time involved in visiting such far-flung parklands. Providing recreation experiences like hiking and bicycling in a natural, scenic setting close to home, while limiting land costs, led to a focus on the linear nature of these activities. Could such activities be accommodated in long linear park systems? The land costs could be reduced while careful design would either mask out unwanted visual intrusions or celebrate the existing and prior land uses adjacent to these facilities.

In urban areas, these linear facilities could be used to link existing parklands and natural areas. This open space linkage could help generate a feeling of connectedness and continuity ("connectivity") that would, like an Olmsted park, provide relief from the confined, maze-like spatial experience of city streets that are typical of the urban public realm.

The 1986 report has spurred a greenway movement that has continued unabated. Grassroots groups and professionals in parks and ecology have worked to create many such linear facilities, identifying corridors based on either man-made elements such as abandoned rail lines or natural elements such as rivers. The momentum in the greenway movement advanced considerably with the passage by Congress of the Intermodal Surface Transportation Efficiency Act (ISTEA) in the early 1990s. This act changed the focus of federal surface transportation funding from solely highway- and arterial-oriented to a focus on coordinating different surface transportation modes. Bicycle and pedestrian facilities were to

receive greater encouragement, especially through the Act's Transportation Enhancements Program. This program, continued in subsequent reauthorizations of the Act under new names, has provided grants to create "enhanced inter-modal surface transportation systems" enabling users to change from one mode to another or use different modes depending on trip purpose or timing. A major program category has been bicycle and pedestrian facilities, with greenway projects, environmental groups interested in low-emission transportation, and bicycle advocacy groups targeting this funding resource.

Defining Terms
These linear facilities, i.e., greenways, trails, and bikeways, are often confused with one another. In this section of the plan, we will refer to them generally as "linear [recreation] facilities." However, some sense of the differences between them should be conveyed, as these facilities have frequently become the subject of planning and management activities.

GREENWAY CORRIDORS
Four types of resources can form the components of greenways: natural resource preservation areas, parks and other open spaces, cultural and historic resources, and corridors. Natural resource preservation areas are what greenways are meant to buffer, and at the same time, they are environments that, because of their scenic qualities, often attract users to greenways. The need to balance access and protection in these areas is an important function of greenway planning and management.

Parks and recreation areas are ideal candidates for inclusion in greenways. Other open spaces to consider are plazas and malls, estates and institutional campuses, and golf courses.

Cultural and historic resources are features of human origin, which have special meaning or help define the character of places along a greenway. Old mill buildings, landmark houses, and other historic structures, churches, burying grounds, town commons, and museums are examples of such features. They can provide the special nodes along a greenway route that attract a diverse set of users and stewards for the greenway.

Greenways inherently must include the corridor component.[2] Corridors can be natural, of human origin, or a mix of the two. These stretches of land, water, or both link the various resource areas spatially and can be made up of at least one of the other three greenway components. Rivers, streams, canals, coastlines,

rights-of-way for railroads or utility lines, trails, paths, scenic roads, and even city sidewalks, arterials, and boulevards are examples of corridors. The spatial linkage is the corridor's most important characteristic: "By joining different resources together into an integrated network, each individual resource becomes part of a greater whole whose utility, accessibility, and environmental value are far greater than any of the separate pieces."[3] Often, some significant portion of the greenway corridor will likely have a buffer to protect one or more of the resource components. Such buffering is typical for greenway corridors that include natural resource preservation areas. An example of institutionalized buffering is the Massachusetts Rivers Protection Act, which mandates a development setback (25 feet in Boston and other urban areas) from the water's edge.

One commentator, Dr. Julius Fabos of the University of Massachusetts, has categorized three types of greenways: greenways based on ecologically significant corridors and natural systems, such as rivers, coastlines, and ridgelines; recreation-oriented greenways, based on trails, paths, or water routes to link recreation and scenic areas; and heritage and cultural-oriented greenways, based on historic and cultural resources and often created with a tourism motivation.[4] Yet "on the ground" these greenway categories often overlap as Dr. Fabos readily admits. In an older, highly urbanized state like Massachusetts, this overlap is almost inevitable and part of the attraction and excitement of our greenways. In one greenway segment, there may be a pristine wetland bordering the river with a boardwalk and interpretive signs. In the next segment downstream, an old mill has been adaptively re-used for office space with a restaurant on the first floor and an outdoor patio overlooking the impoundment and the dam. In the next segment, a riverside trail allows for a post-dinner walk by the river. The post-dinner walkers encounter a softball game in progress in the ball field next to the riverside trail. They decide to stop and catch an inning or two before returning for home. The type of greenway is not as important as the linkage of resources. In fact, many users of greenways often appreciate the diversity of uses along and beside many greenways, as they seek a sense of place and uniqueness as part of the experience.

An additional point to be mentioned pertains to the nature-based greenways. We typically think of "ways" as a travel route for humans. However, a nature-based greenway can be designed to enable wildlife species to travel/migrate or have sufficient space for its habitat needs. Through a greenway linkage, two separate natural resource preservation areas can better support certain

species that could not be supported by each on their own. Such wildlife corridors may be designed with a travel way for humans to appreciate the natural resources there. If, for the sake of the species' habitat, limitations on human contact are needed that preclude such a travel way, perhaps point access such as blinds can be provided.

TRAILS

Trails are marked or signed travel ways for use primarily by pedestrians or human-powered vehicles.[5] According to one source (the National Recreation and Park Association, the "NRPA"), trails can be characterized as three types: park trails, connector trails, and special-purpose trails.[6] Park trails are generally multi-purpose trails that allow continuous movement within a scenic environment while tying together the various elements of the parks, recreation areas, natural resource preservation areas, or greenway corridors within which they are located.

Connector trails are also generally multi-purpose, but differ from park trails primarily by location. They enable travel to and from parks, recreation areas, natural resource preservation areas, or greenway corridors.

Special-purpose trails serve limited or specialized uses such as mountain biking, cross-country skiing, and horseback riding.

Per the NRPA, park and connector trails can be further categorized generally by the degree of separation of uses. Where space allows and use patterns indicate, separate hard-surfaced paths for pedestrians, and wheeled travel (e.g., bicycles, in-line skates) can reduce user conflicts in more heavily traveled areas. These are Type I trails.

Type II trails are single multi-purpose hard-surfaced paths used where dictated by space limitations and use patterns.

Type III trails are typically single soft-surfaced paths or boardwalks that cater to pedestrian travel due to the sensitivity of the resource area or the type of experience desired by the project designers.

While a signed trail is self-explanatory, the marking of a trail can take many forms. A trail where the surface treatment is the same as the soft-surfaced scenic environment, and where it is typically desired to keep man-made artifacts to a minimum, can be marked at intervals on adjacent trees via a painted blaze or small wood, plastic, or metal "markers." A trail can be marked by painted

markings on the paved surface – the red stripe of the Freedom Trail is a prominent example – or by hard-surfaced materials embedded in the pavement continuously, or at intervals.

BIKEWAYS

As the name implies, bikeways are travel ways for bicycling. Transportation planners and managers posit three types of bikeways: off-road bike paths, bike lanes, and bike routes.[8] As off-road bike paths are considered trails (see Trails above), park planners and managers are likely to consider only two types of bikeways: bike lanes and bike routes.[9]

Off-road paths, i.e., paved trails, were considered in the discussion of trails above. On-road/on-street bike lanes are portions of the roadway marked off by pavement striping. The bicycle travel lane may have markings on the pavement indicating designation for bicycle use, such as the international bicycling symbol. Signage may accompany bike lanes. An example in Boston is the Perkins Street Bike Lane just north of Jamaica Pond Park. Thanks to the Boston Bikes Program, other bike lanes on major thoroughfares have been installed or are in the design stages.

On-road/on-street bike routes are either paved shoulders (sometimes marked off by striping) or wide curb lanes (the traffic lane closest to the sidewalk curb whether or not there is a parking lane next to the curb). Signage usually accompanies bike routes, such as a sign with the international bicycling symbol and the words "Bike Route," or a sign with the symbols for a car and a bicycle side-by-side with the words "Share the Road." Bike routes are typically used where traffic volumes permit or where required bike lane widths are not feasible. Examples in Boston are portions of the Claire Saltonstall Bikeway, a signed route from Boston to Provincetown on Cape Cod, and the section of Columbia Road from Franklin Park to Ceylon Playground, where there is an unsigned wide curb lane.

Analysis of Needs

THE LINEAR FACILITIES APPROACH

In the previous section that defined the terms greenways, trails, and bikeways, these three terms appeared to describe three distinct types of linear facilities. Yet in the reality of urban open space planning, design, and management, where each site's opportunities and constraints are often unique, such precise definitions may not adequately address the variety of conditions on the ground.

It is for this reason that we are taking the "linear facilities" approach. Through this approach, we will abandon, for the moment, the three terms – greenways, trails, and bikeways – and refer to all such facilities as linear facilities. From this point on, we will seek to look at the basic functional elements that make up linear open space/recreation facilities.

Back to Basics
The most basic functional element in the linear facility is its degree of separation from motor vehicle traffic. Therefore, the most basic division is off-road versus on-road facilities.

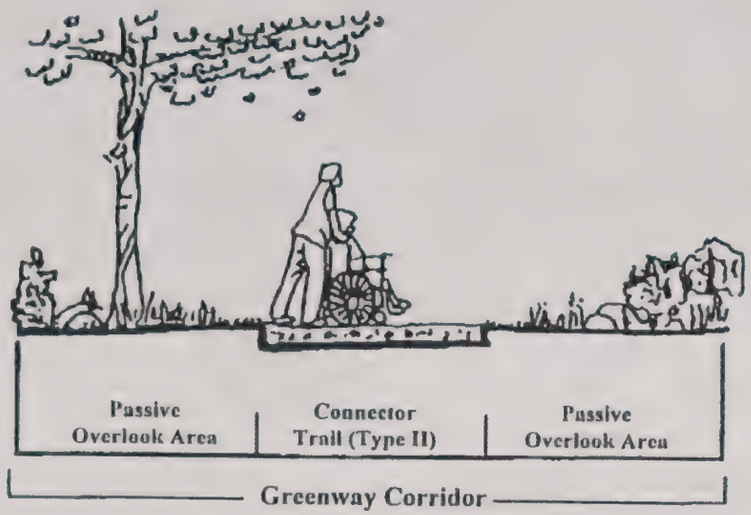
The next basic functional element pertains to off-road facilities – what is the degree of separation of different types of off-road users from each other. Associated with that is another element, the surface material used for the off-road travel way.

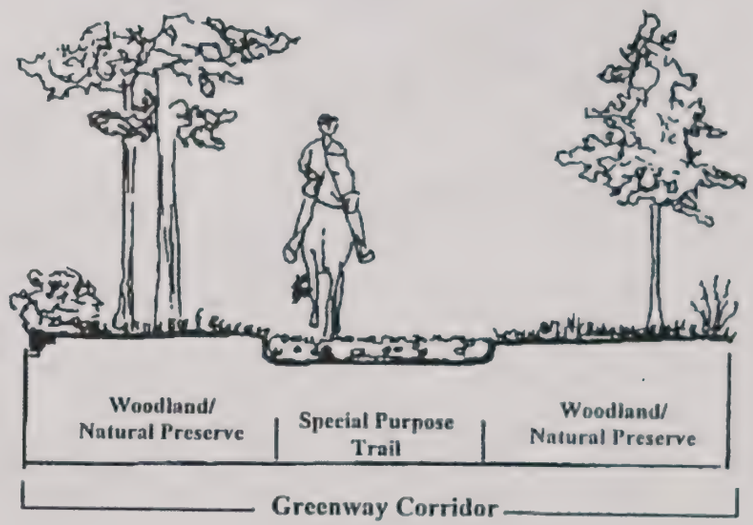
Another element should address the nature of the corridor within which the travel way is located, from on-street bike route on a busy boulevard to off-road boardwalk through a wetland.

Thus linear facilities can be identified and characterized by these basic elements. These basic elements can then be used to further characterize linear facilities into segments for a more specific understanding of the linear facility and how it fits into the overall open space system.

A New Integrated Hierarchy
The linear facilities approach does not, however, supplant the terms greenways, trails, and bikeways. Instead, they are incorporated into an integrated hierarchy in the linear recreational/open space facilities system concept (see Figure GTB-1). The spatial foundation of the hierarchy is the greenway corridor that includes the travel way or wildlife migration route, one or more of the resource types, and any scenic features or spatial/visual buffers desired or required.

EXAMPLES OF GREENWAY CORRIDORS WITH DIFFERENT TRAIL TYPES AND RESOURCE AREAS





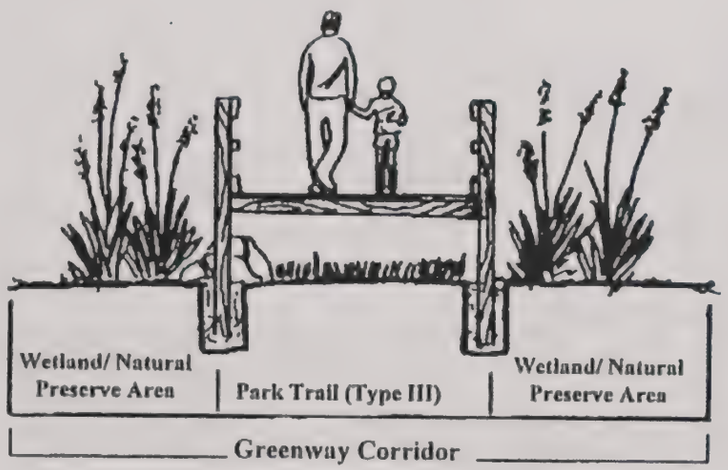
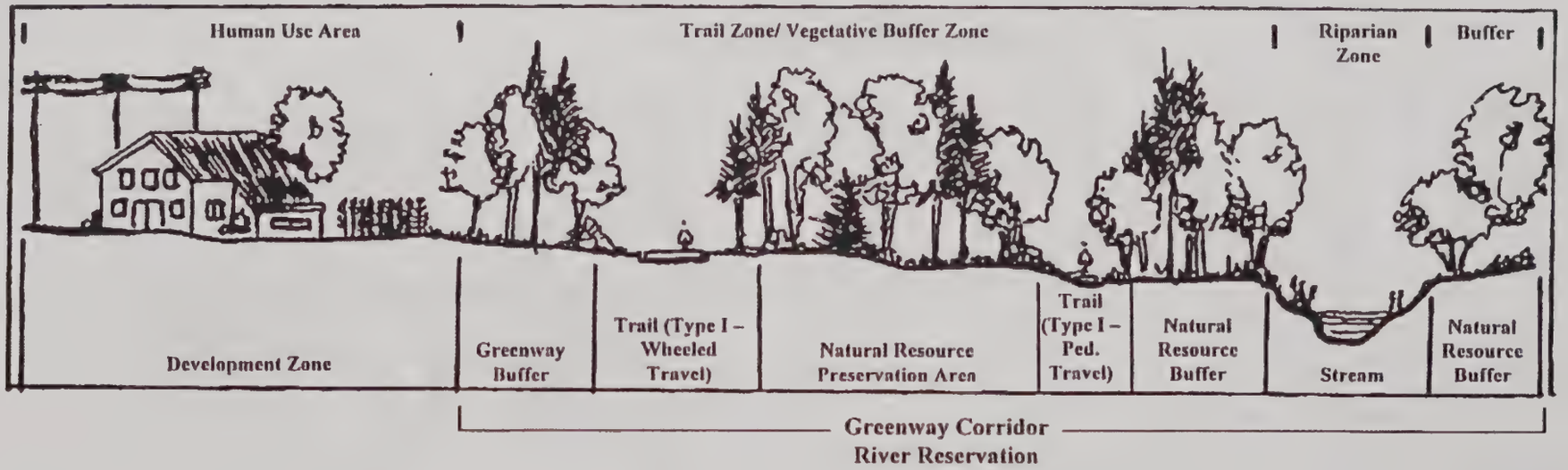


Figure GTB 1A

GREENWAY CORRIDORS CAN BE BASED ON NATURAL OR URBANIZED LINEAR LANDSCAPE FEATURES



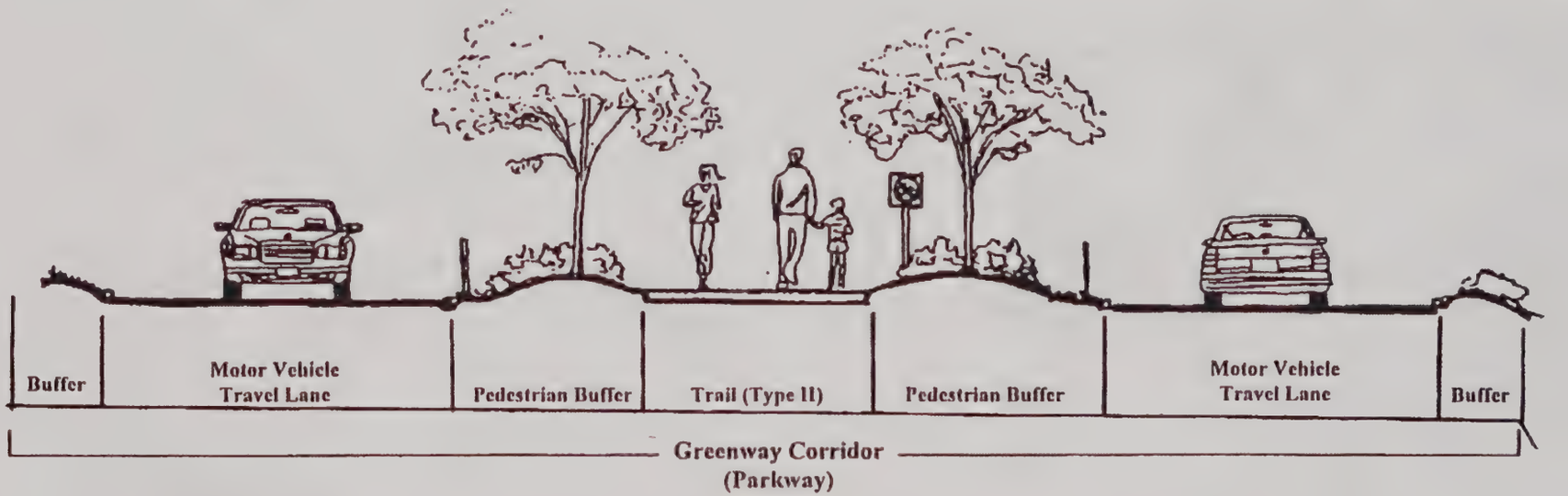


Figure GTB 1B

SEPARATING GREENWAY USERS CAN TAKE DIFFERENT FORMS, DEPENDING ON SPACE AND BUDGET CONSIDERATIONS

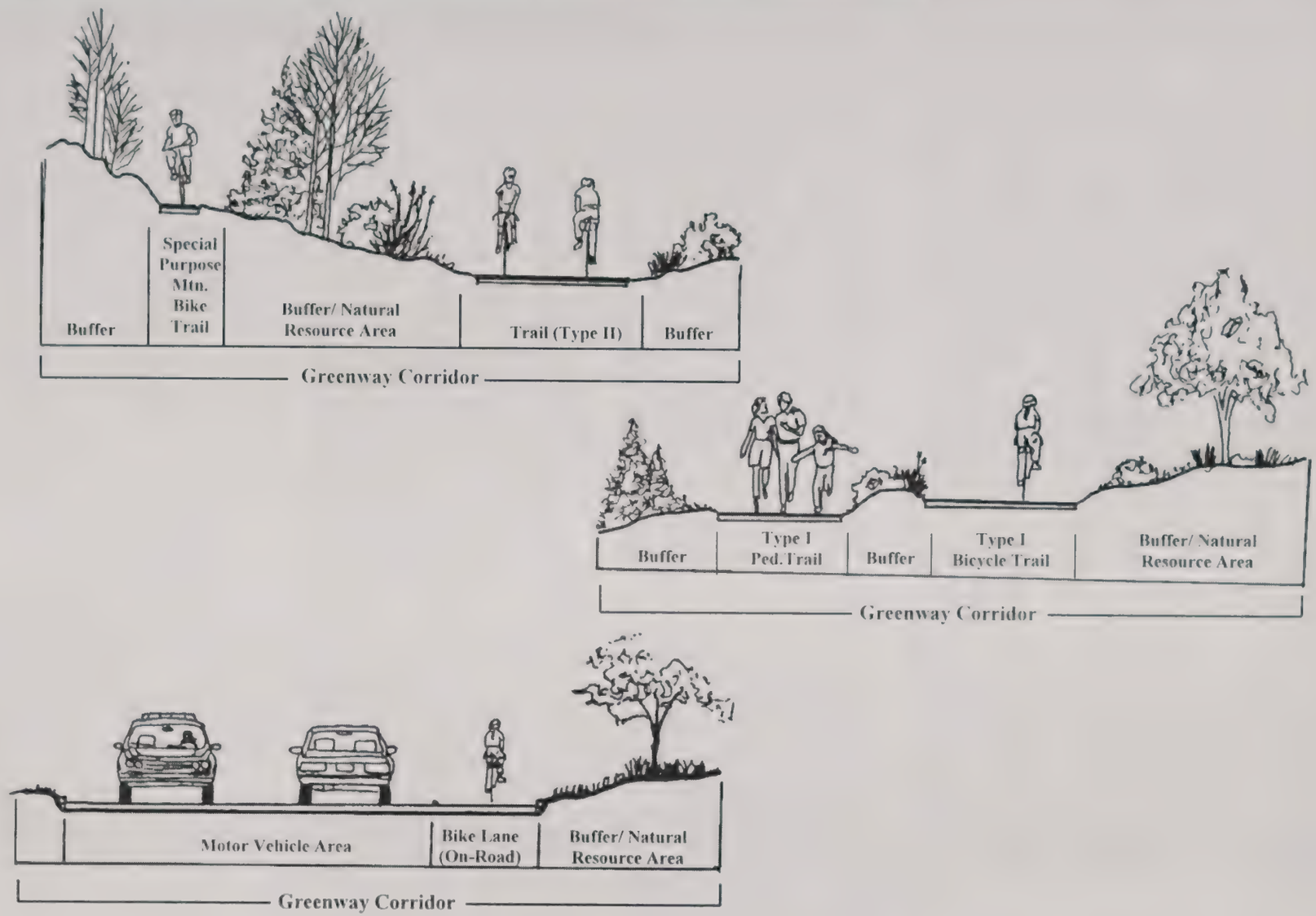


Figure GTB 1C

Analysis of Needs

Greenway corridors can include roadways such as parkways and boulevards. This is because in addition to such greenway elements as travel ways and resource areas, scenic elements will also exist to differentiate these urban greenway corridors – parkways and boulevards – from the more functionally oriented arterials and highways.

A trail is a term for the separated non-motor vehicle trans-portation component within the linear facilities system hierarchy. It is the travel way within the greenway corridor, which may include more than one path to minimize user conflicts.

Trails can exist apart from greenways, supported solely by the open space within which they are located. Over the long term, however, most if not all urban parks which can support a trail or trail network will likely be linked to a greenway corridor.

A bikeway is a non-motor vehicle travel way that can be either outside or inside the greenway corridor. Bikeways, however, are located on the road surface as either bike lanes or bike routes. Bikeways outside greenway corridors can serve to connect users from residential and non-residential areas to greenway corridors and their trail system. Bikeways outside greenway corridors and parklands are generally part of the more functionally oriented transportation system of streets, arterials, and highways.

Developing a Geographic Database
Using the approach of analyzing linear open space/recreation facilities by their basic functional elements, the Parks Department has developed a preliminary database using the Microsoft Access software and has geocoded these linear open space facilities through the geographic information system used by the Department. Table GTB-1 shows the preliminary listing of linear facilities that are of open space/recreational importance. Figure GTB-2 shows the location of the linear facilities identified in Table GTB-1.

Facility ID	Facility Name	Length in Miles (Total)	Status
1	Emerald Necklace	3.99	Active
2	Dr. Paul Dudley White Bike Path	7.77	Active
3	Claire Saltonstall Bikeway	2.33	Active
4	Neponset River Trail	2.16	Active
5	Southwest Corridor Park/Pierre Lallement Bike Path	3.87	Active
6	East Boston Greenway	3.75	Active
7	Commonwealth Avenue Outbound	2.70	Active
8	Mother Brook Greenway	1.34	Conceptual
9	Melnea Cass Bike Path	0.92	Active
10	South Bay Harbor Trail	1.58	Design
11	Forsyth Street Connector (Connecting the Corridors)	0.57	Proposed (Cap Budg)
12	East Coast Greenway		Conceptual
13	Belle Avenue Corridor	1.07	Conceptual (Partially Lost)
14	Columbia Road	2.26	Active
15	Centre Street	2.03	Active
16	Arborway	1.55	Active
17	Veterans of Foreign Wars Parkway	3.45	Active
18	West Roxbury Parkway	1.72	Active
19	Turtle Pond Parkway	1.03	Active
20	Morton Street	2.16	Active
21	Gallivan Boulevard	2.01	Active
22	Day Boulevard	2.80	Active
23	Stony Brook Reservation Bike Paths	3.51	Active
24	Stony Brook Reservation Trails		Active
25	Bellevue Hill	0.73	Active
26	Boston Nature Center	2.00	Active
27	Freedom Trail	3.52	Active
28	Chestnut Hill Reservoir Trail	1.59	Active
29	Arnold Arboretum	3.42	Active
30	Fenway Connector	0.35	Conceptual
31	Belle Isle Marsh Trails	0.92	Active
32	Franklin Park Wilderness Paths		Active
33	Franklin Park Circuit Trail	3.02	Active
34	Franklin Park Circuit Drive	1.88	Active
35	Fort Point Channel Walk	1.74	Active
36	Black Heritage Trail	1.14	Active
37	Old Harbor Reservation	0.87	Active
38	Dorchester Shores Reservation	2.80	Active
39	Scarborough Hill Paths	0.58	Active
40	Allandale Woods Trails		Active
41	Millennium Park Paths	4.04	Active
42	Millennium Park Riverbank Trails	0.47	Active
43	Brook Farm Trails		Active
44	Chandler Pond Shore Path	0.41	Active
45	Turnpike Air Rights	4.09	Conceptual
46	Rutherford Avenue Corridor	1.50	Conceptual

Table GTB-1
Linear Facilities Database
Selected Features

Facility ID	Facility Name	Length in Miles (Total)	Status
47	Millennium Park Connectors	1.96	Conceptual
48	Enneking Parkway	2.00	Active
49	Dedham Parkway	0.50	Active
50	Reservation Road	0.94	Active
51	Smithfield Road	0.26	Active
52	South Street-Walter Street	1.30	Active
53	Bussey Street-South Street	1.09	Active
54	John Blackwell Pathway	0.35	Active
55	Forest Hills Connector (Washington-Morton Streets)	0.55	Conceptual
56	American Legion Highway	2.08	Active
57	Leo M. Birmingham Parkway	0.97	Active
58	Charlesgate Connector	0.34	Conceptual
59	Sherrin Street Woods Trails		Active
60	Stony Brook Easement Trail	0.00	Active
61	Neponset Valley Parkway	0.00	Active
62	Truman Highway	1.85	Active
63	Spectacle Island Paths		Active
64	Rose Fitzgerald Kennedy Greenway	1.47	Active

Linear Facilities
See Linear Facilities table for the number key.
Open Space
City of Boston
Linear Facilities
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
0.5
1
2
3
Miles

Analysis of Needs

Assessment

At the outset, it should be mentioned that this section of the Open Space Plan would not be complete without discussing the May 2001 Boston Bicycle Plan. Issued by the Boston Transportation Department as part of its AccessBoston 2000-2010 citywide transportation plan, it seeks to address the issues surrounding safe bicycling in the city. It looks at safety, traffic rules and enforcement, bicycle parking and other support facilities, transit and intermodal connections, and tourism. The section of greatest importance to this section of the Open Space Plan is the one on "Bicycle Transportation Facilities." The bicycle plan and particularly the "Bicycle Transportation Facilities" section are hereby incorporated by reference into this plan. Figures 1 and 2 of the Boston Bicycle Plan are included in this section of the open space plan by reference.

The preliminary listing of linear facilities that are of open space/recreational importance, shown in Table GTB-1, includes some facilities shown on Figures 1 and 2 of the Boston Bicycle Plan. It also includes other facilities not shown on these figures, but determined by Parks Department staff to be of open space/recreational importance. At some point in the future, as the preliminary database becomes more fully developed, more of the facilities considered in the bicycle plan will be incorporated into the database.

This Assessment section will briefly consider several of the 64 linear facilities so far identified in the preliminary database.

Emerald Necklace

Treated as parks and areas of environmental sensitivity elsewhere in the Open Space Plan, in this chapter, the Emerald Necklace is treated primarily in its capacity to support linear recreation activities and in its state of continuity or connectivity. In the first international publication on greenways[10], the authors noted repeatedly that Frederick Law Olmsted was the first greenway planner in the United States. Certainly the Emerald Necklace park system is an example to support that designation. Olmsted had designed a linked series of landscaped parks from Boston's Back Bay southward to the Arnold Arboretum, then eastward to Franklin Park. At the Back Bay end, this linked park system was connected to major parks of Boston proper: Commonwealth Avenue Mall, the Public Garden, and Boston Common. The section of the Olmsted-designed system from Charlesgate to the Back Bay Fens, the Riverway, Olmsted Park, and Jamaica Pond Park coincides geographically with the route of

the Muddy River. Sinuous parkways, designed for horse-drawn carriages and now conveying automobiles, paralleled these parks and connected them to the outlying parks of the Arnold Arboretum and Franklin Park.

As mentioned in this chapter's Overview, Olmsted sought to provide opportunities for quiet contemplation of pastoral scenery. Naturally this required a spatial buffer from existing and proposed development. Thus, a rationale existed for a corridor to provide both the scenic parklands – the pastoral landscapes – and the travel ways for pedestrians and horseback riders traveling at a slower pace than the parkway users. The corridor was sufficiently large in most places to buffer the users and the resources from the built environment. In both the Arboretum and Franklin Park, the parklands were large enough to provide an opportunity for trails that not only conveyed users from one park to another, but also allowed for exploration within the park. Franklin Park itself was so large as to provide several trail systems within it, such as the Scarborough Hill paths, the paths in the Wilderness, and the circuit paths.

Rivers and streams, ponds, lakes, woodlands, rock outcrops, and salt, brackish, and freshwater marshes were among the resource areas featured in this system. Through the use of grade changes, vegetation, and the corridor's width, Olmsted was able to spatially and visually buffer these resource areas.

Therefore, the Emerald Necklace park system was the first greenway built in Boston, even though it was not called that then. The term "Emerald Necklace Greenway" arose only in the late 1990s. A group of community and bicycle activists, primarily from the Jamaica Plain neighborhood, assisted by BikeBoston, an affiliate of MassBike, a statewide bicycle advocacy group, prepared a report and a poster on the Emerald Necklace Greenway. The report, funded with a grant from the DEM Greenways Program, outlined the gaps in continuity posed by changes to the system's landscape and parkways. These changes have accrued over the years due to many accommodations to the needs of automobile traffic. As these defined gaps occur typically on the DCR parkways, state action is needed to address these issues. However, as municipal park properties are immediately adjacent to these gaps, the impacts of potential solutions may affect them as well. Thus, any process to address these gaps will necessarily involve the Parks Department, the Boston Transportation Department, and the Brookline Public Works Department, in addition to the pertinent state agencies.

Analysis of Needs

Within the parkland portions of the Emerald Necklace, much has been done to increase continuity/connectivity and promote bicycle and pedestrian use. In the late 1980s, a Parks Department project funded in part by DEM paved an unused bridle path in Olmsted Park and Jamaica Pond Park and dedicated it for multipurpose use including bicyclists. This project represented the beginning of the Emerald Necklace Bike Path.

In the mid-1990s, a series of ISTEA grants were obtained by the Parks Department to address other pedestrian and bicycle improvements for the Emerald Necklace. The first project involved the improvement of a vacant parcel that the Department acquired, the first acquisition of parkland in the Emerald Necklace in decades. The South Street Tract had been added to the Arnold Arboretum, and with federal and state funds from the ISTEA Enhancement Program, construction was completed for a landscaped addition to the Arboretum with a stone dust path leading from an entrance near the Forest Hills MBTA station to another entrance on South Street across from the original Arboretum tract.

The second project was a three-pronged effort to improve Jamaica Pond Park. The three elements of the Connecting Jamaica Pond project were the reconstruction of the pedestrian paths around much of the pond, including the banks of the pond; the installation of a stormwater pollution control measure, a oil and grit separator, to further improve the high water quality of Jamaica Pond; and the installation of pavement markings for bike lanes, the city's first, on Perkins Street to connect the Emerald Necklace Bike Path to Parkman Drive and Prince Street. (The Emerald Necklace Master Plan has proposed the banning of motor vehicles on Parkman Drive; therefore this project provides a connection in anticipation of the proposed change at some indeterminate point in the future.) This project was essentially completed in 2000.

The third ISTEA-funded project is currently under design. It consists of two major elements: the first is the reconstruction of pedestrian paths and the paving of an obsolete bridle path to allow for multi-purpose use, both in the Back Bay Fens; the second is the enhancement of Forsyth Street from the Fenway parkway to Ruggles Street for pedestrians and bicycles to create a connection between the Emerald Necklace at the Back Bay Fens to the Southwest Corridor Park at Ruggles Street near Boston Police Headquarters and the Ruggles MBTA station. The linkage between two of the city's most significant greenway corridors, led to the project's name, Linking the Corridors. Once this project is

complete, the two major outstanding greenway issues for the Emerald Necklace will be the closing of remaining open space gaps and the clean-up of its major natural resource area, the Muddy River.

Based on advocacy by the Arborway Coalition, the DCR has undertaken the Arborway Master Plan to improve the landscape character of this parkway which connects Jamaica Pond Park, Centre Street, the Arnold Arboretum, and Franklin Park. One of the goals of this draft plan will be to improve the linear greenway function of this parkway.

In addition, recent connectivity improvements in the Emerald Necklace occurred in 2008. The former bridle path in the Back Bay Fens that runs adjacent to the Fenway parkway was refurbished by the DCR as a stone dust path, in cooperation with the Parks Department, and has been designated a DCR "Healthy Trail." The Boston Bikes Program, a new City initiative, worked with the Parks Department to design and implement bike lanes along Jewish War Veterans Drive (aka Circuit Drive) in Franklin Park.

Charles River Reservation & Dr. Paul Dudley White Bike Path
Under DCR jurisdiction, this greenway corridor is as defining of Boston as is the Emerald Necklace. It occupies both banks of the Charles; we will look only at the portion of the Reservation within Boston city limits. This section will also include both the new and historic Charles River Reservation areas.

The Charles River Reservation is the centerpiece of the Metropolitan Park District, the array of parks throughout the metropolitan Boston area. During 1892 and 1893, Charles Eliot, a protégé of Olmsted and the son of a Harvard College president, worked to get the state legislature to set up the Metropolitan Parks Commission (the forerunner of the DCR) and produced a report recommending the acquisition of thousands of acres of land in the Boston region. Three years later, the Metropolitan Parks Commission acquired most of the Charles River shoreline between Leverett Circle and Watertown Square. Yet the estuary conditions still left polluted mud flats and poor rowing conditions, so the concept of damming the Charles at its mouth to create a large lake or basin took on great importance. By 1908, a dam was in place, replacing the tidal salt-water estuary with a fresh-water lake. A widened embankment was created in 1936. However, the pressure of automotive traffic asserted itself after World War II, with the legislature brushing aside the express wishes of the donor who funded the embankment by authorizing a parkway (Storrow Drive)

on the inner edge of the embankment, which created obstacles to access that remain to this day.

Dr. Paul Dudley White, President Eisenhower's personal doctor, advocated for the use of bicycles on the Esplanade, which use was first allowed in 1960. By 1970, a continuous bicycle path around the entire Basin was finally developed and named in honor of Dr. White.[11]

Constructed with mitigation funds from the Central Artery/Tunnel Project, an extension of the Reservation, known as the New Charles River Reservation, has been created. Below the old Charles River Dam, a series of parks, the Paul Revere Landing Park and North Point Park in Charlestown, and the Nashua Street Park in Central Boston, were built with pathways along the Charles River near it confluence with Boston Harbor. The New Charles River Reservation therefore links the "old" Charles River Reservation with the Harborwalk and city and federal parks in Charlestown and the North End, helping to extend waterfront access along the two major water bodies, the Inner Harbor and the Charles River, that surround much of Boston.

While the Emerald Necklace is beloved because it epitomizes the Olmsted pastoral landscape park with its contemplative, intimate effects, the Charles River Reservation is beloved for a different reason. Its much larger scale, particularly due to the Basin, has made for a much grander, spectacular scenic resource. As noted in DCR's master plan, "[v]iews of the boat-dotted Basin framed by Beacon Hill, the Esplanade, the Longfellow and Harvard Bridges, and the Massachusetts Institute of Technology symbolize the region, its vibrancy, and its livability."[12]

However, the Reservation is in need of significant reinvestment, according to the current DCR Master Plan. The Reservation needs $31 million over five years for basic improvements and restoration. Master Plan recommendations that are of significance to linear recreation in the Reservation include:

- "Improve 8 and add 11 parkway pedestrian crossings" to improve access to this regional greenway;
- "Narrow ... parkways ... to broaden green space along the river;"
- "Improve the multi-use pathways and add separate pedestrian and bicycle paths where space permits;" and
- "Link the Basin to Boston Harbor at the New Charles River [Reservation] and to the Emerald Necklace at the Charlesgate."[13]

Analysis of Needs

Citizen support for the Charles River Reservation Master Plan will be crucial to its success, as the multi-million dollar price tag for improvements will be a daunting obstacle for a Legislature faced with fiercely competing demands for funds.

Other Linear Facilities
At 64 entries in a preliminary listing, the number of existing and potential linear facilities in Boston is quite sizeable. A brief overview of several key facilities follows.

Neponset River Greenway
Using funding from the ISTEA Enhancement Program, the DCR has completed a two-mile segment of the Neponset River Greenway from Commercial Point to the new Pope John Paul II Park. This greenway is based on existing and new parklands linked by a path system on an abandoned rail bed. Subsequent phases will take this path system an additional four miles into the Mattapan and Hyde Park sections of the Neponset River Reservation. Based on the heightened community interest from local groups and the Neponset Greenway Coordinating Council, prospects look good for renewed planning work on the further development of the Neponset River Reservation as an active greenway.

In the meantime, some small steps toward achieving this vision have taken place. A new condominium project that is part of the Baker Square Factory complex in Dorchester Lower Mills has led to additional access to the river with a connection to the greenway. The DCR has acquired property west of Mattapan Square for future park development (aka Edgewater Park) per its Lower Neponset River Reservation Master Plan. It will form part of the corridor for the Neponset River Greenway. Thanks to the Wetlands Protection Act and the Rivers Protection Act, the Boston Conservation Commission was able to secure access to and protection of the Neponset River Reservation in the Hyde Park area for three recent projects. When development again heats up in Boston due to improved economic conditions, the regulatory oversight provided by the Conservation Commission will pay dividends in the future as the DCR implements its plan for the extension of the path system into Mattapan and Hyde Park. An early action step of bike lanes along Truman Highway has begun construction in 2009.

Analysis of Needs

East Boston Greenway

A neighborhood greenway linking old and new parks is being created in East Boston. Thanks to strong community advocacy by long-standing neighborhood groups and the East Boston Greenway Coordinating Council, a vision of a continuous series of waterfront and inland parks and open spaces is being realized. These community groups and city officials have made significant progress toward realizing this three and one-half mile urban greenway in the heart of one of the densest neighborhoods in the city. The Parks Department, making the first use of the Mayor's Open Space Acquisition Fund, acquired the first section of the East Boston Greenway in 1998. The Department both oversaw a design process with community input and provided construction management for this first half-mile section of the greenway, located between Marginal Street near Boston Harbor and Porter Street close to Memorial Stadium. The federal/state ISTEA Enhancements Program has helped support design and construction funding for this project. Passive areas have been mixed with separated walking and biking paths in this grade-separated abandoned rail corridor in the heart of East Boston.

Eventually, the East Boston Greenway will extend from the Piers Park area past East Boston Stadium through the 12-acre Bremen Street Park to its northern terminus at the Belle Isle Marsh Reservation. When completed, this greenway will benefit several sub-neighborhoods in East Boston. An additional 0.6 mile segment of the Greenway was built just north of the first segment, starting at Porter Street, as part of the Bremen Street Park/East Boston Memorial Stadium improvements that helped to mitigate the Central Artery/Tunnel Project in East Boston.

Mother Brook Greenway

As America's first canal, built to divert some flow from the Charles River to the Neponset, Mother Brook has considerable industrial and commercial development on it. The DCR in years past had purchased acreage at Mill Pond where River Street meets the Stony Brook Reservation and along much of the steeply sloping banks of Mother Brook. Thanks to Fairview Cemetery, a Parks Department property, and the DCR Stony Brook Reservation, there is some buffering to the north of Mill Pond.

While small in length, Mother Brook, which connects to the Charles River in Dedham just west of Route 1, is important in the long term. A map of metropolitan Boston will show that by Mother Brook's linking of the Charles to the Neponset, most of Boston is encircled by water – to the north and west by the Charles, to the south by the

Neponset, and to the east by the Atlantic Ocean. Water is a prime connecting "tissue" for greenway corridor planners. The ultimate loop is this open space encirclement of Boston, which can be achieved with the assistance of the other Charles River communities of Dedham, Newton, Needham, Waltham, and Watertown, and the other Neponset River community, Milton. Mother Brook is thus a key link in a potential regional loop of water-based trails.

In addition to its role as a missing link in a necklace of water around Boston, Mother Brook at Mill Pond is at a crossroads in the DCR system. It is where Turtle Pond Parkway crosses Mother Brook and becomes the Neponset Valley Parkway, which connects to the Blue Hills Reservation. The recreational facilities of the Stony Brook Reservation are immediately north of this crossroads; heading north from Mill Pond on Turtle Pond Parkway and Enneking Parkway through the Stony Brook Reservation, a recreation enthusiast can connect to the Emerald Necklace via West Roxbury Parkway and VFW Parkway to the Arnold Arboretum. The value of this connecting node in the emerging system of greenways in the city is highly significant, such that Mother Brook should be an important planning focus.

Yet there has been little attention paid in recent years to Mother Brook, in part due to the efforts in the Lower Neponset River Reservation and the various Charles River Reservations: old, new, and the upper reaches in Newton, Watertown, and Waltham. The most significant activity in Mother Brook in recent years, in addition to periodic clean-ups of the river, has been the City's effort to create a new park at a brownfield site along the Brook. The park, completed in 2000, is called Reservation Road Park. It contains an artificial turf soccer/football field, a skateboard facility, a small parking area, brookside paths, overlooks, and riparian banks restored with native plantings. It has been well used since its inception, attracting people to the water's edge, and perhaps creating public interest in further exploring the Brook in both directions.

Fort Point Channel Walk/South Bay Harbor Trail/Melnea Cass Boulevard

Thanks to community activism, a potential urban greenway system is emerging to connect the inner city to the waterfront. In the mid 1990s, on behalf of community activists in the South End, the Boston Transportation Department applied for and was awarded an ISTEA planning grant for what was then called the South Cove Harbor Trail. Seeing the potential to connect an existing

bicycle/pedestrian path system along Melnea Cass Boulevard with the emerging open space system based on the Harborwalk along Fort Point Channel and the South Boston waterfront, their vision called for a linkage to be made in the area called the South Bay.

The conceptual plan was completed in January 2002. The plan calls for enhancing the CA/T project improvements such as sidewalks in this area as they have reconstructed the Melnea Cass Boulevard/I-93 interchange and are reconstructing the roadways around and including the above-ground portions of I-93 south of Chinatown. The southernmost end of Fort Point Channel reaches into this area. Thanks to inter-agency coordination, the planning that is occurring for the proposed open space system around Fort Point Channel will incorporate a linkage to what is now known as the South Bay Harbor Trail.

The Boston Transportation Department is managing the design development for the South Bay Harbor Trail. This will be a first step to constructing the project, to be supported by a TEA-21 Enhancement Program grant.

Melnea Cass Boulevard bicycle and pedestrian paths will also be a focus of attention as some gaps have occurred in the path system in recent years due to development projects occurring in this corridor. The value of Melnea Cass Boulevard as a crossroads and connector, like Mother Brook, is highly significant. The western terminus of the Boulevard provides a connection to the Southwest Corridor Park. Thanks to the Connecting the Corridors project, this western terminus will also connect to the Emerald Necklace and even to the Charles River Reservation if the Charlesgate connection is restored. With the MBTA construction of the Silver Line on Washington Street to include bicycle accommodation (via the 11 foot wide bus/bike reserved lane), its crossing at Melnea Cass Boulevard will connect the South End and Roxbury to regional linear facilities.

Turnpike Air Rights

This is discussed more fully in the applicable neighborhood chapters of Fenway/Kenmore, Back Bay/Beacon Hill, and the South End. In general outline, the plan produced by the BRA calls for a series of improvements for pedestrian and bicyclists to be associated with the development of air rights parcels over the Massachusetts Turnpike Extension in these neighborhoods of Boston. A system of on and off-road paths paralleling the highway can help connect various dense city neighborhoods with each other and existing and proposed greenways. These would include the

Analysis of Needs

Emerald Necklace, the Charles River Reservation, the Southwest Corridor Park, the South Bay Harbor Trail, Fort Point Channel Walk, and the Rose Fitzgerald Kennedy Greenway. Much of this work will be dependent on the pace of development, which can vary considerably given national and local economic conditions.

Columbia Road

Frederick Law Olmsted, Boston's first greenway planner, had an even grander vision for Boston than just the Emerald Necklace. He also saw the opportunity to link the Necklace to the new system of parks along the South Boston shoreline via an attractively landscaped parkway. This vision was not fully realized in his lifetime or subsequently. However, the beginnings of the realization of this vision began in the late 1980s and early 1990s. The planning, design, and reconstruction of Columbia Road from the Midlands Tracks/Ceylon Park area to Franklin Park allowed for a landscaped median to be built, an on-road bike route to be provided, and a series of street trees to be planted. This collaboration of the city's Public Works, Transportation, and Parks Departments created a significant improvement in the quality of life in this area.

Over the years, however, it became clear that more was needed. In the past few years, the Parks Department has implemented a beautification effort providing accent plantings in the medians at key intersections, a row of trees planted in the center line of the medians, and a concerted effort to improve turf conditions on all the medians.

While the City waits for future federal/state funding for the reconstruction of Columbia Road from the Midlands Tracks to Edward Everett Square, the Parks Department has provided floral displays in the concrete planters that have graced the concrete medians in this section for many years. These enhancements have provided some relief from the expanse of concrete and asphalt that dominates this section of Columbia Road.

The section of Columbia Road from Everett Square to Joe Moakley Park/Day Boulevard is under the jurisdiction of the DCR. No median exists in this section, which is especially narrow between Edward Everett Square and Dorchester Avenue. Here trees planted in grass strips between the curb and the sidewalk are the only landscaping for this parkway section.

Funding and coordination of various agencies will be needed to continue the greenway improvements from the Midlands Tracks

northward. Continuing this connection between Franklin Park and the sea would fulfill Olmsted's original vision and reach a vast audience of regional and local users.

Veterans of Foreign Wars Parkway
With the opening of Millennium Park in November, 2000, a window on the Charles River has been created. A new handicapped-accessible canoe/kayak launch on the Charles and a bridge from the park over Saw Mill Brook to the Brook Farm portion of the DCR's Charles River Reservation are now available. The Rivermoor urban wild and the DCR's Havey Beach also provide informal access to the Charles in this area.

However, while automobile access to Millennium Park and its environs is excellent thanks to the DCR's Veterans of Foreign Wars (VFW) Parkway, pedestrian and bicycle access was until recently more difficult. Along much of the VFW Parkway from Centre Street to Spring Street, there were sizable cracks and bumps in the asphalt sidewalks due to age/weathering and the growth of tree roots. This made walking, in-line skating, and bicycling on these sidewalks difficult, if not hazardous. Along much of this stretch, a narrow paved shoulder exists that only experienced cyclists can handle who are used to the high speeds of motorists on this recreational road-cum-regional highway. In addition, at major intersections where a third turning lane exists, the shoulder disappears, putting cyclists in the same right-of-way as high-speed motorists.

Given that Millennium Park has become a regional destination for recreation enthusiasts and nature lovers throughout the city, these issues need to be addressed in a comprehensive fashion. An initial step taken was the restoration of the sidewalk surfaces of VFW Parkway. The DCR has also designed and is awaiting an appropriation for a pedestrian bridge over VFW Parkway in the Millennium Park/West Roxbury High School vicinity.

Rose Fitzgerald Kennedy Greenway
By virtue of state legislation in 1996, the surface restoration performed as part of the CA/T work on the downtown portion of the Central Artery was formally named the Rose Fitzgerald Kennedy Greenway in honor of the mother of President John Fitzgerald Kennedy and Senators Robert and Edward Kennedy. Mrs. Kennedy was born and raised in the North End (from 1890-1897) neighborhood now abutting the Greenway. She was the daughter of John "Honey Fitz" Fitzgerald, Mayor of Boston from 1906-08 and

1910-14 (the now depressed Central Artery is formally known as the John Fitzgerald Expressway).

The greenway corridor provides sidewalks, up to three vehicular lanes in each direction, and parcels that accommodate tunnel ramps, open space, and new development. The corridor master plan was issued in 2001. Parks, gardens, and plazas were proposed on the open space parcels, which comprise 75% of the new restored surface constructed above the submerged expressway. The expressway tunnel is named for Thomas P. "Tip" O'Neill, a former Speaker of the U.S. House of Representatives whose district included parts of Boston, who championed the massive Central Artery/Tunnel Project (aka "The Big Dig") and its array of mitigation measures to protect local neighborhoods.

In 1995, a joint city-state planning process called the Surface Transportation Action Forum developed the Central Area Surface Street Consensus Plan. This plan made recommendations on the design of the streets. It outlined the sidewalk widths and mandated that one traffic lane each way be wide enough for autos to share with bicycles (i.e., an on-road bicycle route).

This greenway, located in one of the densest parts of the city, is now in operation and serves to connect users to the New Charles River Reservation, Harborwalk, Fort Point Channel Walk, the Turnpike Air Rights corridor, and the South Bay Harbor Trail. It is an important feature for residents in abutting neighborhoods, downtown workers, tourists, and regional recreation enthusiasts. Funded by the CA/T Project, its development has addressed an important facet of the need for open spaces in central Boston.

East Coast Greenway

Since 1991, a group of greenways activists along the Atlantic Coast has worked with local citizens and organizations, as well as local, state, and federal agencies, to create a multi-use "urban Appalachian Trail." The East Coast Greenway will be nearly 3,000 miles long, from Key West, Florida to Calais, Maine, serving the full range of non-motorized users, not only hikers, but also bicyclists, in-line skaters, skateboarders, etc. The nonprofit organization behind the effort is the East Coast Greenway Alliance (ECGA). Volunteers organized by the Alliance in each state work together to link existing and proposed greenway segments.

The East Coast Greenway is a work-in-progress, and was over one-fifth complete as of November 2006. The Massachusetts chapter of the ECGA has identified a main (spine) route corridor

through the state, and three scenic or historic alternates; all four routes pass through Boston. The spine route includes the paths on the Charles River Reservation. Alternates are routed within Boston on the Southwest Corridor Park pathways, the Emerald Necklace pathways, and the Neponset River Reservation Bikeway. Routing decisions are always made by stakeholders at the local level.

The ECGA pursues agreements with pertinent trail managing agencies for installation of signage identifying the trail as part of the East Coast Greenway. The ECG route is also identified for trail users through the publication of user-friendly maps and cue sheets, some of which are available through their website, www.greenway.org.

[Note: Harborwalk, a significant linear recreation facility, is covered in the Neighborhood chapters of this plan, as well as in the Harbor Open Space chapter. Other facilities shown on the preliminary linear facilities database, though important, are not further discussed here due to space limitations. Many are mentioned in the relevant Neighborhood chapters.]

Analysis of Needs

THE NEXT FIVE YEARS

Historically, Boston has played a leading role in providing opportunities to enjoy various recreational pursuits in linked linear environs to promote health and well being. Given projects already underway and proposed, this city will continue to excel in this role.

An overall vision to inspire and guide future efforts will be needed as interest in these facilities intensifies and other urban development pressures compete. Such a vision will see Boston within a regional context, as certain linear recreation users such as bicyclists have a farther range than pedestrians. From a regional tourism focus, greenways, trails, and bikeways can be a significant means of drawing people into the city for leisure pursuits. These linear open space elements can also provide opportunities for city residents to explore other areas of the city and to appreciate their built and natural beauty, thus naturally breaking down social barriers. They can also help diminish the sense of limited open space in certain neighborhoods by providing access to open space throughout the city.

By advancing connectivity, the movement to link open spaces will yield dividends for recreation enthusiasts, families, and communities while advancing Boston's agenda as a livable and ecologically sound community.

The Linear Facilities Approach

- Refine the preliminary linear facilities database to include bikeways under study by BTD. Amend the preliminary database to better convey information about basic functional elements, segment each facility, and categorize each facility in accordance with the linear facilities integrated hierarchy of terms.
- Develop a linear facilities network plan to provide the vision and prioritization needed to protect existing facilities and nurture proposed facilities.
- Encourage strongly, where feasible, the separation of pedestrians from other path users via separate paths. Allow shared-use paths only where space limitations or other constraints are present.
- Coordinate with the City of Boston's Bicycle Coordinator as new opportunities develop through public and private projects. Support the addition of 250 bicycle racks in the near term, and more over the course of the next five years.

- Create new routes for charity walks, rides, and runs to reduce impacts on public open spaces, traffic flows, and neighborhood activities.

Emerald Necklace

- Complete design for the Linking the Corridors ISTEA project. Urge the Massachusetts Highway Department (MHD) to quickly provide construction funding via early inclusion in the Transportation Improvement Plan (TIP) once design is completed.
- Support the effort by BikeBoston and the DCR to "close the gaps" in continuity in the Emerald Necklace system created by current road and parkways configurations. Support the process of revisiting the alignment of the Arborway between Jamaica Pond and Centre Street that has been initiated by the DCR and the Arborway Coalition. Protect abutting parkland in the process of closing gaps and re-aligning parkways. Provide additional signage to direct bicyclists and pedestrians to various destinations and paths.
- Implement the Muddy River Rehabilitation Project to restore the key natural resource conservation area in the Emerald Necklace greenway system.

Charles River Reservation & Dr. Paul Dudley White Bike Path

- Support the DCR Master Plan recommendation for $31 million in state capital funding over five years for basic restoration and improvements. Support the recommendation for additional management and maintenance personnel dedicated to the Reservation's care.
- Support the DCR Master Plan specific recommendations for improving access via parkway crossings, narrowing parkways to increase greenspace, improving the shared-use paths and creating separate pedestrian paths where space permits, linking the old Charles River Reservation to Boston Harbor via the new Charles River Reservation, and linking the old Charles River Reservation to the Emerald Necklace via Charlesgate.

Other Linear Facilities

- Support DCR implementation of its plan for the extension of the Neponset River Greenway and Trail into Mattapan and Hyde Park. Survey current conditions including encroachments on the currently held DCR corridor and prioritize potential acquisitions needed for a trail alignment. Coordinate planning with the work of the Boston Parks and Recreation Commission and the Boston Conservation

Commission as they regulate development activity abutting the existing and potential corridor.

- Work with the DCR and Massport on the extension of the East Boston Greenway to Constitution Beach and Belle Isle Marsh.
- Urge the DCR to begin planning for the Mother Brook Greenway in concert with the extension of the Neponset River Greenway southward to Hyde Park. Urge the Boston Parks and Conservation Commissions to protect Mother Brook with the Greenway concept in mind in their decision-making. Support the Mother Brook Coalition in its efforts to protect this resource. Work with Dedham on coordination, planning, and implementation as the DCR progresses on this project.
- Complete the design of the South Bay Harbor Trail. Support efforts to improve the Melnea Cass Boulevard path system in light of nearby development projects.
- Support the BRA plan for the Turnpike air rights parcels, especially the recommendations for encouraging bicycle and pedestrian uses to knit these parcels into the city's fabric. Build a system of on and off-road paths for pedestrians and bicyclists based on the incremental development of the air rights parcels.
- Continue the beautification of Columbia Road by replicating the median and streetscape treatment now present between Franklin Park and Ceylon Park to the segment from Ceylon Park to Edward Everett Square as part of a future Urban Systems project. Work with the DCR to improve the section between Edward Everett Square and Day Boulevard.
- Support DCR improvements to connect its holdings along the Charles River to promote greenway use.
- Support the Rose Fitzgerald Kennedy Greenway and assure its long-term success through adequate maintenance funding by the Greenway Conservancy. Promote bicycle safety with Share the Road signage along the length of the surface road.
- Work with the East Coast Greenway Alliance to plan for the alignment through Boston of the proposed interstate greenway.
- Explore the feasibility of "heritage" trails or greenways that support the theme of promoting and connecting a neighborhood's open space, cultural, and historic features. Support efforts to create such heritage trails or greenways for Roxbury and other neighborhoods as sufficient interest is expressed.

Notes

[1] National Center for Chronic Disease Prevention and Health Promotion, Centers for Disease Control and Prevention, U.S. Department of Health and Human Services, 1999. Surgeon General's Report on Physical Activity and Health. U. S. Government Printing Office (S/N 017-023-00196-5). See also www.cdc.gov/nccdphp/sgr/sgr.htm. See also O'Sullivan, E., 2001. "Repositioning Parks and Recreation as Essential to Well-Being." In Parks and Recreation, Vol. 36, No. 10, October 2001, p. 91: "Linear Trails and Greenways – When walking trails were expanded in 12 southeastern Missouri counties, a study found that 40% of people with access used them and 50% of the trail walkers increased their walking since they started using the trails. Lower income groups who are at greater risk for non-activity were more likely to have increased walking as a result of the trail use (St. Louis University School of Public Health)."

[2] Greenways should be more properly termed greenway corridors, since trails and bikeways can be referred to as "greenways," as both are "ways" using non-polluting ("green") means of travel. Since for many people "greenways" implies the character of the path's surroundings, "greenway corridor" would be the more appropriate term.

[3] Massachusetts Department of Conservation and Recreation, Greenways Program, 2000. Creating Greenways: A Citizen's Guide, p. 6.

[4] Fabos, J. Gy., 1995. "Introduction and Overview: the Greenway Movement, Uses and Potentials of Greenways." In Landscape and Urban Planning, Vol. 33, (Nos. 1-3, Special Issue: Greenways), p. 5.

[5] National Recreation and Park Association, 1996. Park, Recreation, Open Space and Greenway Guidelines, pp. 113-114.

[6] Ibid, pp. 113-116, 118-119.

[7] It should be pointed out that the trail types of park trails, connector trails, and special-purpose trails all refer to the concept of the park, i.e., an off-road area where these travel ways are located or to which they are designed to connect. Yet here in Boston, we have examples of trails that are part of the right-of-way – that is, the sidewalk: the Freedom Trail and the Black Heritage Trail are both located on the sidewalks of Boston. While both are "off-road" and have park areas on or adjacent to their routes, parks do not define them. If the only landmarks on them were structures, they would still be validly termed "trails."

[8] American Association of State Highway and Transportation Officials, 1999. Guide for the Development of Bicycle Facilities.

[9] National Recreation and Park Association, Guidelines, pp. 116-117.

[10] Fabos, J. Gy., "The Greenway Movement," p. 3.
[11] Metropolitan District Commission, 2000. Charles River Basin: The Second Century (poster).
[12] Ibid.
[13] Ibid.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.1.2 Resource Protection

HARBOR OPEN SPACE

Section 7.1.2: Resource Protection
HARBOR OPEN SPACE

INTRODUCTION: A PLANNING FRAMEWORK

This chapter presents a planning framework that has been designed to guide the continuing revitalization of Boston Harbor's open space and Harborwalk systems. In keeping with the intent of this Open Space Plan, it recommends the enhancement of existing open space facilities while identifying opportunities to be realized by future programs and projects along the shoreline and on the islands. The framework builds on and extends the work of public agencies, including the Boston Redevelopment Authority (BRA), the Boston Conservation Commission (BCC), the Massachusetts Department of Environmental Protection (MADEP), the Massachusetts Department of Conservation and Recreation (DCR), and the Massachusetts Port Authority (Massport), as well as non-profit organizations and waterfront property owners, in an effort to promote and provide public access to waterfront open space.

The proposed framework reflects the larger vision of the City to share equitably among all the city's residents the resources of the harbor for recreational as well as economic benefits. Boston Harbor's clean-up project has fostered a resurgence in water-related activities and a desire for broad public access to the water's edge.

Boston's municipal harbor planning efforts, the product of a decade-long community-based effort by the city, articulates this vision through four comprehensive planning policies:

- Universal access to opportunities on the harbor;
- Year-round activation of the waterfront through public, cultural, and water-dependent uses;
- Enhancement of maritime activities; and
- Growth that is appropriately designed and brings vitality.

Guidelines

District-associated themes underpin the open space recommendations outlined in the pages below. In addition, the following guidelines will serve as criteria to locate open space development so that a rich mix of harbor uses is ensured in each district:

- Projects should maximize active and passive recreational potential with the creation of destination-oriented facilities such as restored beaches, bathhouses, recreational/cultural centers, historic interpretive exhibits, expanded sports facilities, public art and performances, and the like.

- Projects should ensure the enhancement of environmental resources through the stabilization and restoration of natural ecosystems, provision of educational programs, and expansion of visitation access and opportunities. The city's youth should be especially targeted to enjoy and maintain these resources.

- Projects should include open space improvements along with a mix of housing, cultural/civic, retail, hotel, and commercial development. Waterfront projects should encourage water-related activity, including public docks and transient berthing, boat ramps, boat rentals, recreational marinas, fishing, and water taxi or water shuttle facilities, with supporting cafes and restaurants. These diverse uses will activate the open spaces and support year-round, 24-hour activity.

Linkages

While each district will have its unique attractions derived from the above mix of activities, critical to waterfront open space development will be a system of linkages which ensure pedestrian, bicycle, automobile, public transportation, and water shuttle access to the harbor. This access issue should be addressed by an access plan that will view connections to inland facilities from the Harborwalk spine to be as critical to harbor access as enlarging the harbor ferry network. Such access planning is included in Boston's district-based municipal harbor plans. Future municipal harbor plan advisory boards should include Parks Department personnel to ensure the broadest spectrum of expertise on open space and public access planning and design.

Analysis of Needs

A system of desirable linkages would include the following:

- Improved Harborwalk wayfinding and interpretive signage program
- Completion of Harborwalk pubic access network along the North End, Fort Point Channel, South Boston Seaport, Columbia Point, Dorchester, East Boston, and Charlestown areas.
- Links to Harborwalk from inland facilities like neighborhood parks, the Emerald Necklace system, Rose Kennedy Greenway, the Charles River Reservation, East Boston Greenway, South Bay Harbor Trail, and the Neponset River Trail especially through pedestrian paths, bikeways, and public transit.
- An expanded ferry network which links the Harbor Islands and existing downtown piers to docking areas in neighborhood locations on the Harborwalk.

Management

The implementation of this chapter's recommendations requires long term investment of capital and human resources that may be beyond the limited city, state, and federal means currently available. The state Chapter 91 Tidelands regulations have developed a series of agreements with private and public waterfront landowners that promote public access and mandate maintenance of public amenities. The Boston Harbor Islands Partnership is another step toward going beyond limited city and state resources, as is the Island Alliance.

The planning framework in establishing well-defined district boundaries will facilitate the complex exercise of implementing potential projects and programs. Within the confines of a manageable area, ownership, jurisdiction, and operations responsibilities will be fine-tuned or, conversely, consolidated under an appropriate agency or entity in each district. A full matrix of management models can be considered, ranging from the National Park Service management coordination model to a leasehold arrangement with a non-profit corporation, depending on the attributes of a particular district.

Analysis of Needs

DISTRICTS

As a first step toward understanding the context and the implementation of the above policies, this blueprint establishes districts that encompass neighborhood-level open space systems. The intention is to emphasize the distinct local character that makes each area unique. Existing shoreline features, neighborhood land uses, zoning boundaries, and history of public use provide the context to delineate and establish themes that characterize a particular district. The framework establishes the following districts and themes:

- **Orient Heights Bay:**
  Creating New Linkages
- **The East Boston Waterfront:**
  Reclaiming an Historic Harbor
- **The Charlestown Waterfront:**
  Diversifying the Open Space Experience
- **The North End/Downtown Waterfront:**
  Realizing the Public Realm
- **Fort Point Channel:**
  Creating an Urban Water Park System
- **The South Boston Seaport:**
  Opening and Accessing a Renewed District
- **The South Boston Historic Shoreline:**
  Enhancing Olmsted's Vision
- **The Columbia Point Promenade:**
  Linking Institutional Development
- **The Savin Hill Bay Area:**
  Creating Recreational Opportunities
- **The Boston Harbor Islands:**
  Building a User Base through Partnership

The range of these themes and corresponding districts asserts the inherent character of an urban seashore, reflecting the diversity of the city with a rich and varied choice of physical settings, cultural experiences, and recreational opportunities for residents. However, hand in hand with diversity, the urban context also means that various interests are competing for a piece of the harbor. Further community-based planning will seek to blend neighborhood and citywide use, private development and public access, and natural resources protection and resource areas visitation.

EVERETT
CHELSEA
WINTHROP
QUINCY
The Charlestown Waterfront
Orient Heights Bay
The East Boston Waterfront
The North End/ Downtown Waterfront
The Inner Harbor
The South Boston Seaport
Fort Point Channel
The Boston Harbor Islands
The South Boston Historic Shoreline
The Columbia Point Promenade
Savin Hill Bay
Open Space Ownership Classes
City of Boston
Commonwealth of Massachusetts
United States of America
Boston Natural Areas Network
Community Group/Nonprofit
Private
Protected Open Space
Harborwalk Status
Existing Harborwalk
Future Extension; Under Design
0 0.5 1 2 Miles
City of Boston
Harbor Open Space
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner

CREATING NEW LINKAGES: ORIENT HEIGHTS BAY

With the linking of Belle Isle Marsh and Wood Island Bay Marsh to the Constitution Beach area, a series of complementary open space experiences along Orient Heights Bay can become accessible to all of East Boston. These connections would open up new harbor recreation opportunities even in the shadow of Logan Airport.

Recommendations

- Create a link between Constitution Beach and the Bayswater Street Urban Wild/Airport Buffer Project through a Harborwalk and/or public access path past the Orient Heights Yacht Club. Support the provision of a public docking pier at the Orient Heights Yacht Club.
- Provide access to Wood Island Bay Marsh from Constitution Beach through Coleridge Street as part of the East Boston Greenway expansion. Develop a public process to determine the best East Boston Greenway route between Frankfort and Coleridge Streets.
- Transfer the restored wetland at the Belle Isle Coastal preserve to DCR for incorporation into the management of Belle Isle Marsh Reservation. Include a public access link via the East Boston Greenway to both the Bayswater Street Urban Wild and the Belle Isle Marsh Reservation.
- Implement the East Boston Greenway Access Plan recommendations for connecting the inland neighborhood to the Greenway in the sections from Neptune Road to Belle Isle Marsh.

Analysis of Needs

RECLAIMING AN HISTORIC HARBOR: THE EAST BOSTON WATERFRONT

Similar to the North End waterfront fifteen years ago, East Boston currently has a number of piers between LoPresti and Porzio Parks that are deteriorated or underutilized. These offer an opportunity to reclaim the waterfront for neighborhood use. If the proposed projects for the piers are coordinated, an active promenade can be created with active and passive recreation, housing, and maritime industrial uses.

Recommendations:

- Extend Harborwalk from Porzio Park in Jeffries Point to the Condor Street Overlook Urban Wild at the confluence of the Inner Harbor and Chelsea Creek. Use signage and landscaping to draw users through off-harbor segments of Harborwalk that must respect maritime industrial uses. Develop an interpretive signage system to explain the maritime industrial and related uses.
- Seek legislative funding to resume Massport's planned expansion (Phase II) of Piers Park. Support the BRA East Boston Master Plan recommendation to create a waterfront park at Pier 5. Seek to link the Golden Stairs and the Rockies open spaces to Piers Park and Pier 5 open space development.
- Renovate Lewis Mall as a major landscaped pedestrian connection from the Maverick Square neighborhood to the waterfront through coordination with the MBTA's Blue Line subway station reconstruction project at Maverick Square.
- Establish a pedestrian and bicycle connection between the Piers Park (Phases I & II) and the completed first segment of the East Boston Greenway.
- Continue the East Boston Greenway northward from Porter Street to Frankfort Street via the new Bremen Street Park to enable better access to Piers Park and Harborwalk from inland neighborhoods.
- Support the East Boston Municipal Harbor Plan which will create public parks and new Harborwalk segments as part of private developments along the waterfront such as the Pier I, Clippership Wharf, Hodge Boiler Works, and Boston East sites. Integrate such parks and rights-of-way into each site's design to ensure public accessibility visually as well as legally, and to provide activating destinations along the Harborwalk.
- Create a master planning process for LoPresti Park that will be in part underwritten by nearby project developers.

Analysis of Needs

- Enhance existing public waterfront open spaces to make them part of a cohesive waterfront open space system. Develop design elements for these public waterfront open spaces consistent with the Harborwalk throughout the waterfront.
- Encourage public use of privately owned underused waterfront space to enable a continuous Harborwalk along the water's edge. Facilitate such public waterfront access and use at such sites as Liberty Plaza, Shore Plaza East, and Hodge Boiler Works.
- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.
- Assure fulfillment of the open space requirements of the Chapter 91-derived East Boston Municipal Harbor Plan.

DIVERSIFYING THE OPEN SPACE EXPERIENCE: THE CHARLESTOWN WATERFRONT

Charlestown's waterfront from the Little Mystic Channel through the historic Navy Yard to the Paul Revere Park affords unique opportunities for creating a variety of open space and recreational uses on both land and water. Rich in history, skirting a densely populated neighborhood, in close proximity to downtown Boston, and with links to the DCR Charles River Reservation, this area of Boston's waterfront has the potential of providing its open space users a diverse and enriching outdoor experience.

Recommendations:

- Realize the potential of the Little Mystic Channel as a unique open space resource: renovate the existing Harborwalk, construct the missing segments of Harborwalk at Building 114 as authorized by the Legislature in 2006, create a large public open space at the end of the Channel for passive and active recreation including destination uses like skateboarding, and create opportunities for water-based recreation. Support the BRA effort to re-activate the Little Mystic Boat Access Area through a management arrangement with Boston Autoport.

- Use signage and landscaping to draw users through off-harbor public access segments of Harborwalk that must respect maritime industrial uses. Develop an interpretive signage system to explain the maritime industrial and related uses

- Expand the Courageous Sailing Center at Pier 4 with increased programs for Boston's youth, new memberships, and expanded facilities.

- Support the BRA Charlestown Navy Yard Master Plan and Charlestown Navy Yard Waterfront Activation Plan which will create a public access and open space network that will reinforce the site's unique historical character and common identity. Include a continuous Harborwalk along the water's edge extending from the Little Mystic Channel to the National Historical Park and to Paul Revere Park; major new open spaces at Yard's End, and improvements to Shipyard Park; and extension of Pier 3 for public recreation, with docking and shelter pavilions adaptable to community

uses. Create public parks and Harborwalk as part of developments in the Navy Yard such as the newly opened Harborview Point, the relocated Spaulding Hospital, Pier 5, and Parcels 5, 6, and 7. Improve the Harborwalk connection from Tudor Wharf along Constitution Marina. Coordinate Harborwalk connections with the National Park Service Area planning effort.

- Support the development of the Maritime Interactive Park Network, a system of physical and programmatic maritime and historic interpretation to attract year-round use along Harborwalk and to protect public access.

- Study potential links to the Mystic River Trail System.

REALIZING THE PUBLIC REALM: THE NORTH END/DOWNTOWN WATERFRONT

The provision of a diversified public open space realm has been substantially established along the North End/Downtown waterfront, offering nearby residents, visitors, and regional workers some of the highest concentration of active and passive waterfront open space and recreational opportunities of any waterfront neighborhood. Enhancements and diversification have occurred through the reconstruction of both the MDC Steriti Rink and the City's own Christopher Columbus Park. In addition, private developments along the wharves, such as Battery Wharf, will add significantly to the neighborhood's open space. A continuation of these and related open space plans will fully regain the waterfront for the public's use and enjoyment.

Recommendations

- Support the rehabilitation of DCR's Prince Street Park and the pedestrian connections under the North Washington Street Bridge linking the Harborwalk system to the New Charles River Basin park system and the Esplanade. Complete the pedestrian Bridge over the tracks at North Station that connects Charles River Basin Park system to the Harborwalk at Lovejoy Wharf.

- Continue the Harborwalk through all upcoming private wharf/waterfront developments. Ensure that public parks that are part of development sites' designs are physically and/or visually linked to the Harborwalk and nearby streets.

- Improve Harborwalk conditions at Lewis and Union Wharves and complete Harborwalk connection along Commercial Wharf to Boston Yacht Haven.

- Provide, where appropriate, piers for docking with sewer pumpouts as part of the "No Discharge Area" designation.

- Unify the planned/completed pedestrian pathways and open spaces adjoining the waterfront with the Rose Kennedy Greenway. Support the BRA's Crossroads Initiative work to link downtown to the Greenway and the waterfront.

Analysis of Needs

- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

CREATING AN URBAN WATER PARK SYSTEM: FORT POINT CHANNEL

The Fort Point District of South Boston is undergoing an historic transformation, with new open spaces and Harborwalk segments sprouting along the Channel's edge. Many amenities have been provided, from interpretive signage to pergolas, flower beds, and public art. The MBTA constructed a park next to the Boston Children's Museum as part of the mitigation for the Silver Line tunnel construction beneath the Channel. The Central Artery/Tunnel (CA/T) Project built Harborwalk segments and open spaces along parts of the Fort Point Channel as mitigation for the I-90 extension tunneling under the Channel. The recently completed renovation and expansion of the Boston Children's Museum, together with the December 2006 opening of the InterContinental Hotel, has added open space and enhanced Harborwalk segments along the Fort Point Channel.

Further improvements to the open space system include the installation of continuous waterfront access at the South Station Postal Annex and proposed parks of the 100 Acres Master Planning Area and public amenities in and along the Channel. Implementation of the Fort Point Channel Watersheet Activation Plan will enable direct public interaction with the water, public docking, small boating programs, and public art and programming, thereby making water-based recreation a centerpiece of urban living.

Recommendations

- Establish a strong link on the cross-channel bridges between the Rose Kennedy Greenway and the enhanced Fort Point Channel through the Crossroads Initiative.

- Seek continued expansions of the water transportation system linking inner-harbor neighborhoods and, especially, waterfront attractions (museums, etc.) which are accessible from the harbor. Support the BRA's Inner Harbor Water Transportation Study recommendations for this area including service from the regional water transit terminal, paid by the CA/T Project and located at the InterContinental Hotel.

- Implement public amenities, including parks, community boating, watersheet sculpture garden, restaurants, etc. along the Channel in accordance with the Fort Point Channel

Watersheet Activation Plan, the blueprint for this urban water park.

- Support the development of the South Bay Harbor Trail, linking Fort Point Channel to the South End, Roxbury, and the Fenway, as well as to the Southwest Corridor Park and the Emerald Necklace.

- Work with the BRA on the accumulation and dispersal of funds in the South Boston Waterfront Account of the Fund for Parks and Recreation from the development of tidelands.

- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

OPENING AND ACCESSING A RENEWING DISTRICT: THE SOUTH BOSTON SEAPORT

Thanks to critical public projects such as the Moakley Federal Courthouse, the I-90 Connection to Logan Airport, the MBTA Silver Line, and the Boston Convention and Exhibition Center, a transformation of the South Boston Seaport District is taking place. Creating "the next great place" will require integrating industrial, commercial, residential, cultural, civic, and open space/recreational uses to form a lively district.

Significant public planning has taken place in the past decade to develop a framework for future development in this district. The Seaport Public Realm Plan, South Boston Waterfront District Municipal Harbor Plan, Commonwealth Flats Master Plan and 100 Acres Master Plan have laid out a vision and a framework to guide developers, designers, and community preservationists. The waterfront will be made accessible to the public via a continuous Harborwalk and linked to an inland park system by tree-lined thoroughfares and other public amenities. The Harborwalk and inland park system will be supported by a variety of cultural and commercial uses including the new Institute of Contemporary Art, to enliven and activate this area.

Recommendations

- Work to complete the Harborwalk public access network in the Seaport District including measures to assure broad public access from inland neighborhoods. Extend the Harborwalk from the Fan Pier Harborwalk and the new Institute of Contemporary Art to Pier 4, and around the pier buildings at Commonwealth and Boston Fish Piers. Consider where feasible further extensions or point access to the Boston Marine Industrial Park, to Dry Dock No. 3, and to the Reserved Channel, as well as connecting across the Summer Street Bridge to L Street Beach and Castle Island in the South Boston Historic Shoreline District. Encourage pedestrian links and view corridors to enable maximum public awareness and use of the Harborwalk. Use signage and landscaping to draw users through public access segments to the Harborwalk. Develop an interpretive signage system to explain the maritime industrial and related uses found in the District. Ensure adjacent ground floor uses are compatible with and encouraging of the public's use of the Harborwalk. Develop implementation tools for The Seaport Public Realm Plan and the Municipal Harbor

Plan urban design guidelines so as to assure human-scale development along pedestrian corridors to the Harborwalk.

- Encourage recreational use of the watersheet itself via zoning and planning tools, and the Chapter 91 tidelands regulations. Ensure these activities are available for patronage by the public. Support accessory land side uses such as boathouses, restroom facilities, fishing gear rental and sales, and associated food service to promote public use.

- Explore various means of programming the waterfront open space system in this area, including a public/private partnership arrangement. Include civic, historical, cultural, and educational programming themes.

- Develop consistent maintenance standards and the tools to ensure they are met at all waterfront open spaces, whether public or private.

- Encourage civic, cultural, historical, and educational uses in the district to relate to the waterfront open space system via permanent public art, exhibits, performances, events, displays, and other media.

- Support active recreation uses in the parkland envisioned by the open space plans of both The Seaport Public Realm Plan and Municipal Harbor Plan at the southwest end of the Reserved Channel to ensure balanced recreation opportunities in the South Boston Seaport District.

- Support the implementation and refinement of the recommendations contained in the BRA's Seaport Public Realm Plan. Work through the implementation process (urban design guidelines, zoning amendments, etc.) to assure varied active and passive open space and recreation needs are met for present and future users.

- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

ENHANCING OLMSTED'S VISION: THE SOUTH BOSTON HISTORIC SHORELINE

The rich history of this section of Boston's shoreline can be the central theme to guide the next phase of its revitalization. Fort Independence has a military history going back to the 17th century. Castle Island and Marine Park are the waterfront segments of Olmsted's vision for the 19th century. The history of the 20th century recreation movement is reflected in the City-improved facilities at the L Street Bathhouse and Joe Moakley Park, further supporting this district's historical theme.

The city/state Joint Commission on the Future of the Boston Harbor Beaches generated a 1993 report, Back to the Beaches, that laid the groundwork for the DCR beach reconstruction program begun in the mid-1990s and completed in 2006. The 2007 Metropolitan Beaches Commission Report, "Beaches We Can Be Proud Of," recommended management reforms, programs, and activities to continue the improvements made to these valuable assets. As well, concerted regional access improvements must be made to these enhanced regional waterfront attractions.

Recommendations

- Program the Castle Island area to enhance its use with an eye toward balancing local neighborhood and citywide visitation interests. Establish Castle Island as a museum and historical interpretative center.

- Examine with the DCR and the MBTA the feasibility of trolley shuttle connections to the UMass/JFK MBTA station in accordance with the Back to the Beaches plan, and the feasibility of the extending bus service from Columbia Road to Carson Beach.

- Provide designated pedestrian crossings from Joe Moakley Park to the Strandway and Carson Beach.

- Seek to reduce non-recreational regional traffic on Day Boulevard.

- Support the MWRA CSO Control Program, such as the North Dorchester Bay CSO storage tunnel project, to be completed in 2010-2011, in its effort to reduce and eliminate CSO discharges to area waters. Support other water quality

improvement efforts that sustain swimmable conditions in these waters.

- Emphasize the development of Columbia Road and Summer Street/L Street as tree-lined thoroughfares to provide inland access links.

- Provide designated pedestrian paths from Telegraph Hill and Independence Square to the shoreline.

- Support the recommendations of the Metropolitan Beaches Commission Report for Pleasure Bay and Castle Island, L and M Street beaches, and Carson Beach.

Analysis of Needs

LINKING INSTITUTIONAL DEVELOPMENT: THE COLUMBIA POINT PROMENADE

Columbia Point has a rich mix of rapidly growing institutional and residential uses. A local open space system that takes advantage of the water's edge and also links these developments can transform the Columbia Point waterfront into a thriving promenade. The Department of Conservation and Recreation's Old Harbor Park at Harbor Point, built in the 1980s, was the first step in that direction. The West Link, opened in 2006, links the Old Harbor Park to Carson Beach, continuing progress in that direction.

Recommendations

- Establish the Harborwalk connection between Harbor Point and the Kennedy Library. Protect and preserve the Calf Pasture Urban Wild. Support the planning, in coordination with the Boston Water and Sewer Commission, to develop a family park, Harborwalk, and other facilities adjacent to the Calf Pasture Urban Wild. Reuse the Pumping Station for educational and cultural activities, a conference center, and supporting retail and student facilities, in part to provide a destination use and an activity node for the Columbia Point Promenade area.

- Encourage plans to develop the docking piers at the JFK Library for public boats.

- Develop bus loops between the JFK Library and Castle Island via the JFK/UMass Red Line station.

- Continue to link programmatically both the State Museum and the University of Massachusetts to the waterfront open space in this area including the Arts on the Point Project.

CREATING RECREATIONAL OPPORTUNITIES: SAVIN HILL BAY

The proximity of McConnell Playground and Malibu Beach to Savin Hill Bay provides the possibility of developing that enclosed water body as a regional aquatic park with a recreational emphasis. Further, current DCR planning and implementation efforts will finally provide continuous pedestrian access from Malibu Beach to Tenean Beach. This access will potentially increase the points of entry from neighborhood streets to the water's edge and the recreational facilities located there.

Recommendations

- Develop Savin Hill Bay's protected waters as an aquatic park for passive and active water-oriented recreation.
- Enhance the developed Malibu Beach and supporting facilities by the provision of a dinghy dock and boat rental.
- Support efforts to improve water quality at Savin Hill Bay, including the BWSC Dorchester Bay sewer separation project.
- Integrate McConnell Park with Malibu Beach and Savin Hill Bay by landscaped lawns and paths.
- Support the DCR's effort to link Tenean Beach to Savin Hill Bay through the construction of a boardwalk along the Southeast Expressway embankment to Victory Road Park.
- Identify new locations for public boat launching ramps.
- Support current plans to provide a new MBTA station in conjunction with the Old Colony project near the proposed MBTA bridge. Connect station to a pier facility.
- Designate pedestrian paths from Savin Hill Park to Savin Hill and Malibu Beaches and the marsh areas, to be accompanied by sidewalk improvements and a tree planting program.
- Extend public access from McConnell Park via a boardwalk along the periphery of the expressway to connect the public beach at Clam Point.

Analysis of Needs

- Complete Harborwalk links along Port Norfolk linking Tenean Beach with Pope John Paul II Park and the Neponset River Greenway

BUILDING A USER BASE THROUGH PARTNERSHIP: THE BOSTON HARBOR ISLANDS

The Boston Harbor Islands, isolated by their aquatic setting, are among the most fragile and vulnerable resources in Boston's open space system. Despite the success of the Boston Harbor Cleanup Project and the 1996 creation of the Boston Harbor Islands National Park Area, the 34 islands continue to attract a limited range of visitors (18 of the 34 islands are within Boston city limits). Expanding public use of the Harbor Islands will require the development of a mix of active and passive recreational uses, educational uses, appropriate commercial uses, and an affordable water transportation system to connect the mainland to the islands.

Since 1996, the City of Boston has been a member of the Boston Harbor Islands Partnership, which Congress created to manage the Boston Harbor Islands National Park Area. This unit of the National Park System brings together the owners of the 34 Boston Harbor Islands – the city, state, and federal governments and two non-profit institutions – to establish an administrative framework for the park. The park partnership is administered in cooperation with the private sector, municipalities surrounding Boston Harbor, and historical, business, cultural, civic, recreational, and tourist organizations, while the legal owners of the islands retain full ownership rights and responsibilities. The recently completed Boston Harbor Islands General Management Plan will guide the Partnership in its progress toward expanding and enriching the public's use of these water-bound gems.

Recommendations

- Work with the Boston Harbor Islands Partnership to implement the Boston Harbor Islands General Management Plan, including activating the federal funding mechanism established in the legislation, and participating in comprehensive cultural and natural resources inventories.

- Support Spectacle Island Park as the newest gateway to the Boston Harbor Islands National Park Area under the joint jurisdiction of the Commonwealth of Massachusetts Department of Conservation and Recreation (DCR) and the Boston Parks and Recreation Department (BPRD) with management assistance from the Island Alliance. Market this newest gateway's features including the two beaches, marina, panoramic views from the top of the drumlins, miles

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Calf Island																												
Deer Island																					1	X		X				Regional Sewage Treatment Plant
Gallops Island																							X					Beach
Georges Island																			1			X				1		Historic Fort, Pier, Picnic Areas
Great Brewster Island																							X					
Green Island																												
Little Brewster Island																												"Boston Light" Lighthouse
Little Calf Island																												
Long Island			1							2		2																Lighthouse, Youth Summer Campgrounds
Lovells Island																							X					Beach, Campsites, Pier
Middle Brewster Island																												
Nixes Mate																												Beacon
Outer Brewster Island																												
Rainsford Island																												
Shag Rocks																												
Spectacle Island																						X						Pier, Visitor Center, Beach
The Graves																												Lighthouse
Thompson Island																						X						Wetlands, Conference Center

of pathways, visitor/interpretive center powered by solar energy, café and barbeque grill, and public restrooms.

- Support the Camp Harbor View program to give city kids opportunities to experience the harbor environment at a summer camp on Long Island.

- Support the construction by the Island Alliance and National Park Service of a $4 million Harbor Islands gateway/visitor contact station on the Rose Kennedy Greenway, Parcel 17 at Long Wharf.

- Work with the University of Massachusetts and the Kennedy Library on the development of a Dorchester-based gateway to the Harbor Islands; and with Fan Pier developers on the implementation of a Harbor Island gateway in the South Boston Seaport District in accordance with the South Boston Waterfront District Municipal Harbor Plan.

- Document and map all conservation lands on the islands, specify those of critical environmental concern, and develop a natural resource protection plan for their permanent maintenance. Continue to separate these lands from recreational and intensive use areas.

- Continue the city's stewardship plan for Rainsford Island, including an archaeological reconnaissance-level survey, to identify cultural and natural resources and formulate recommendations for protection and use.

- Improve current use of the islands by educating visitors about the pack-it-in, pack-it-out trash policy, conservation of natural resources, use of alternative fuels to reduce pollution and prevent global warming, and boating safety. Discourage vandalism through signage and a program of law enforcement developed and implemented with the help of citizen volunteers.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.1.3 Resource Protection
URBAN WILDS &
NATURAL AREAS

Section 7.1.3:
Resource Protection
URBAN WILDS & NATURAL AREAS

OVERVIEW

Boston's remaining urban wilds and natural areas represent unique resources of natural heritage and biological diversity and are crucial components of the city's open space system. The geographic position and geologic history of the city's landforms has led to a complex array of wetland and upland habitats. Vast salt marshes once covered most of East Boston and the Dorchester shoreline, meadows dotted the hilltops of Roxbury, and pristine streams coursed through the forests of Hyde Park and West Roxbury.

Though almost all significant portions of these habitats have been lost due to extensive human-induced manipulation of land and water, we are fortunate today to have remnants of these original ecosystems. These areas provide a glimpse of the past, when most land in Boston was relatively undisturbed by people. They provide habitat for native plants and animals, harboring the city's remaining native biodiversity, and perform a wealth of ecological services such as storing floodwater, producing oxygen, and filtering stormwater run-off. They offer a haven for people seeking a refuge from hectic city streets and serve as outdoor classrooms for children and adults learning about the natural world. Urban wilds and other natural areas expand the range of landscape experiences beyond that of the dense built environment and the designed and manicured landscapes of Boston's parklands.

HISTORY AND OWNERSHIP OF URBAN WILDS

In 1976, the Boston Redevelopment Authority issued a landmark document that inventoried and offered recommendations for Boston's remaining natural areas. Boston's Urban Wilds: A Natural Area Conservation Program identified 143 areas throughout the city, whether privately or publicly owned, and categorically ranked them for significance. The document also offered strategies for their preservation within a then-limited spectrum of protection mechanisms. The BRA study offered a plan for land protection by identifying particular available spaces, defining priorities, and suggesting an aggressive strategy for acquisition. The report's

CHELSEA
WATERTOWN
CAMBRIDGE
BROOKLINE
NEWTON
QUINCY
DEDHAM
WESTWOOD
CANTON
0 0.5 1 2 3 Miles
Open Space Types
Urban Wilds & Natural Areas
All Other Open Space
City of Boston
Urban Wilds and Natural Areas
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner

description of the irreplaceable nature of these sites reinforced the need for protection.

The Boston Natural Areas Fund (BNAF or the Fund; now known as the Boston Natural Areas Network [BNAN]) was incorporated in 1977 as a non-profit organization to work with city and state agencies to secure urban wilds inventoried in the 1976 report. In the early 1980s, using available federal funding programs for environmental protection, BNAF successfully assisted the City of Boston and conservation entities with acquisition, advocacy, and planning for several sites in need of permanent protection. The City acquired more than 48 acres of land with BNAF's assistance. This included BNAF's purchase of eight sites which were then transferred to the City's Conservation Commission. The Fund, in cooperation with the Massachusetts Audubon Society, developed environmental educational programs at several urban wilds to encourage understanding and proper use of these sites. In 1990, BNAF released an updated urban wilds report, documenting the loss of several important sites and stressing the need for increased protection of privately-owned natural areas.

The Department of Conservation and Recreation (DCR) has also aggressively sought to protect significant parcels of land. Large sites identified in the BRA report, such as Sawmill Brook (Brook Farm) in West Roxbury and the Belle Isle Marsh Reservation in East Boston, are now owned by the DCR, as are a series of open spaces along the Dorchester shoreline and Neponset River. These acquisitions provide permanent protection to the city's largest and most important remaining habitats. Several of these have also broadened waterfront access for the city's residents.

Other state agencies whose mission is not natural resource protection have urban wilds under their jurisdiction, and therefore these wilds are not protected from public improvements, development, or encroachment. These include the Massport's Wood Island Bay Marsh in East Boston and the MBTA's New Haven Street Urban Wild in West Roxbury.

With the exception of properties under the jurisdiction of the Boston Conservation Commission and the Parks Department, other urban wilds under City ownership are generally unprotected and subject to potential development. Several other City agencies own designated urban wilds, including the Department of Neighborhood Development, the Property Management Department, the Boston Redevelopment Authority, and the Boston Housing Authority. Important sites in this ownership category include the West

Analysis of Needs

Roxbury High School Urban Wild, owned by the School Department, and Calf Pasture, owned by the Boston Water and Sewer Commission, but scheduled to be transferred to the University of Massachusetts-Boston.

Several large urban wilds, such as St. John's Seminary in Brighton, Roxbury Latin School Woodlands and West Roxbury Quarry in West Roxbury, and the Daughters of Saint Paul in Jamaica Plain, are unprotected and privately owned, whether by private non-profit institutions, individuals, or businesses. Some successes have been found in the use of conservation restrictions held by the Conservation Commission in protecting natural areas at the Cenacles in Brighton, within Allandale Woods in West Roxbury and atop Parker Hill in Mission Hill. Tax-exempt non-profit institutions such as churches and schools, however, cannot take advantage of the tax relief offered to other private entities upon the donation of conservation easements.

Since 1989, the Parks Department has been responsible for the maintenance of most City-owned urban wilds under its Urban Wilds Initiative (UWI). The Boston Youth Fund (BYF) has provided regular summer clean-ups and vegetation control in the summer months. Many corporate firms, non-profit organizations, academic institutions, City and county court community service programs, as well as neighborhood and local community groups have been enlisted to conduct clean-ups, plantings, and special landscape restoration projects in the urban wilds, with some limited support from the Parks Department Maintenance Division.

However, staffing and funding levels have continued to be very limited with only one urban wilds program manager on staff while maintenance burdens have simultaneously increased with the addition of more parkland. As a consequence a great deal of the necessary maintenance needs for these sites depends on the availability of volunteer help.

In 1992, the Parks and Environment Departments installed signage at 12 City-owned urban wilds. However, today many of these signs are in disrepair and require replacement.

RECENT AND ONGOING INITIATIVES

Site Inventory and Master Planning
In 2002, the UWI developed the Boston's Urban Wilds and Natural Areas Management Plan, a comprehensive master plan for urban wild and natural area site management, program development, and administration. In addition to detailed site descriptions and assessments, the plan outlines a prioritized maintenance and management scheme, and presents a programmatic strategy for further outreach, resource development, increased site protection, and enhanced levels of stewardship and program administration. The Urban Wilds Initiative has compiled an inventory of all City-owned urban wilds (see Table UWNA-1).

While the major objective for most sites is to accommodate public access, passive recreation, and expand environmental education opportunities, projects are also pursued at high-priority sites where restoration of ecological functions and values is feasible. Restoration projects are being implemented based on their cost effectiveness, potential to provide habitat to native plants and animals, and ability to perform other ecological services such as filtering and reducing storm-water run-off, producing oxygen, mitigating the warming effects of urban development, reducing soil erosion, and furthering a sense of environmental stewardship within the community.

In addition to ongoing management and general maintenance of urban wilds citywide, various significant site-specific projects have been undertaken since 2002, as shown below.

Table UWNA-1 City-Owned Urban Wilds & Natural Areas

Site Name	Neighborhood	Ownership
Euston Path Rock	Allston-Brighton	DND
Charlestown Overlook	Charlestown	BRA
Fernald Rock	*Dorchester*	*BCC*
Geneva Cliffs	*Dorchester*	*BCC*
Meetinghouse Hill Overlook	Dorchester	BPS
The Humps	Dorchester	DND
Belle Isle Coastal Preserve	East Boston	DND
Condor Street Beach	*East Boston*	*BCC*
Condor Street Overlook	*East Boston*	*BCC*
The Rockies	*East Boston*	*BPRD*
Rainsford Island	Harbor Islands	City of Boston
Dana Avenue Urban Wild II	Hyde Park	City of Boston
DeForest Urban Wild	*Hyde Park*	*BCC*
Dell Avenue Rock I	*Hyde Park*	*BPRD*
Dell Avenue Rock II	Hyde Park	PWD
Monterey Hilltop I	*Hyde Park*	*BCC*
Mother Brook III	*Hyde Park*	*BCC*
Pleasant View I	Hyde Park	City of Boston
Sherrin Woods I	*Hyde Park*	*BCC*
West Austin Urban Wild	Hyde Park	DND
West Street Urban Wild	*Hyde Park*	*BCC*
Back of the Hill	*Jamaica Plain*	*BCC*
Iroquois Woods	*Jamaica Plain*	*BCC*
Nira Rock	*Jamaica Plain*	*BPRD*
Parker Hilltop	*Jamaica Plain*	*BCC*
Parley Vale Preserve	*Jamaica Plain*	*BCC*
Williams Street Urban Wild III	Jamaica Plain	PWD+DND
Blue Hill Rock	Mattapan	BHA
Gladeside I	*Mattapan*	*BCC*
Mattahunt Woods I	*Mattapan*	*BCC*
Mattahunt Woods III	Mattapan	DND
Willowwood Rock	*Mattapan*	*BCC*
Woodhaven	*Mattapan*	*BCC*
Boundary I	Roslindale	DND
Canterbury I	Roslindale	DND
Roslindale Wetlands Urban Wild I	*Roslindale*	*BCC*
John Eliot Square Urban Wild I	Roxbury	City of Boston
Rockledge Urban Wild	Roxbury	DND
Warren Gardens/Gendrot Trust	Roxbury	BRA
Allandale Woods I	*West Roxbury*	*BPRD*
Allandale Woods II	*West Roxbury*	*BCC*
Allandale Woods ROW	*West Roxbury*	*BCC*
Dana Road I	West Roxbury	City of Boston
Dunbarton Woods	*West Roxbury*	*BCC*
Millennium Park II	*West Roxbury*	*BCC*
Ohrenberger Woodland	West Roxbury	BPS
Rivermoor II	West Roxbury	BRA
Rivermoor III	*West Roxbury*	*BCC*
West Roxbury High School Marsh	West Roxbury	BPS

Italicized entry denotes UW/NA protected from conversion to developed uses by Article 97.

Analysis of Needs

Site-Specific Initiatives

Belle Isle Fish Company (Belle Isle Coastal Preserve)
This small (about two acres) coastal site is a City-owned inholding within the state-owned Belle Isle Marsh Reservation in East Boston. Historically used by a sport-fishing club, the site was acquired by the City for tax foreclosure in the 1960s. Chronic dumping and nearby industrial operations had seriously degraded the site's ecological integrity, recreational value, and aesthetics. The city completed a state-mandated soil remediation program at this site in 2005. The Urban Wilds Initiative seized upon this opportunity to restore the site back to its original condition as a salt marsh. Contaminated soil was removed from the site and the area was re-graded to allow restored tidal flows and the establishment of native salt marsh vegetation. This project has provided about 1.6 acres of intertidal habitat for fish, shellfish, and birds. In 2006, several ospreys were observed nesting at the site for the first time since a nesting platform was installed decades ago at the edge of the property. Moreover, having connected the main section of the Belle Isle Marsh Reservation on the north side of the site with the access road off Saratoga Street, the project has restored a missing link of the future East Boston Greenway extension and has greatly enhanced coastal access to residents in this part of the city.

Condor Street Marsh
Similar to the Belle Isle Fish Company Urban Wild, this site along the Chelsea River in East Boston was also subject to a state-mandated soil remediation project. During 20 years of City ownership, the site has not been publicly accessible and had turned into a blighted dumping ground. The Urban Wilds Initiative used the soil remediation project as an opportunity to transform this urban brownfield into a scenic and accessible natural area. The restored site features walking paths, a boardwalk and viewing platform overlooking the Chelsea River, a salt marsh, an upland meadow, and interpretive displays highlighting the ecology and history of the Chelsea River. Remediation and restoration of this project was completed in 2004.

Nira Rock
This small (1.8 acres) urban wild in Jamaica Plain features a dramatic rock outcrop, a meadow, and a small orchard maintained by the Friends of Nira Rock, with technical assistance from Earthworks Projects, Inc. In 2004, the UWI hired the Community Outreach Group for Landscape Design to develop an ecology-

based restoration design plan for this site. This project was selected to complement the planned improvements at the Jefferson Playground, and the re-establishment of a local advocacy group called the "Friends of Nira Rock." Through grants, gifts, enormous volunteer efforts organized by the UWI, and some capital enhancements (i.e., site regrading and connection with Jefferson Playground with a more defined public entrance), the site has been slowly transformed through a series of small phased projects. A major planting project was completed in spring 2007. In spring 2008, site identification signs were installed. The culmination of all these projects will be an ecologically enhanced, more publicly accessible, and safer site that is better linked to and used by its surrounding neighborhood.

Puddingstone Garden

Responding to community needs for open space and passive recreation in the densely developed Grove Hall section of Roxbury, the Urban Wilds Initiative completed a grant-funded renovation of this small 1.5-acre site in the fall of 2003. Working with the local neighborhood association and a volunteer design team from the Community Outreach Group for Landscape Design, the UWI developed and implemented a plan to rehabilitate the site with the installation of a stone dust pathway, native trees, shrubs and forbs, and benches. As part of this project, asphalt, a broken brick pathway, and a decaying arbor were removed, hazardous trees along the site borders were pruned, and ornamental perimeter fencing was repaired and repainted.

A restoration planting was completed in October 2007 with a $1,000 Small Changes grant awarded to this Wild's friends group by the City.

Geneva Avenue Cliffs

This 1.83-acre urban wild is located in the Bowdoin-Geneva area of Dorchester. Primarily composed of woods and outcroppings, this area has been the subject of a community design process to provide increased access via new trails and other passive recreation amenities. Funding is being provided by, among others, the Barr Foundation, the Department of Neighborhood Development's Grassroots Program (based on federal Community Development Block Grant funds), and the Edward Ingersoll Browne Fund. The construction was completed in the summer of 2008.

Analysis of Needs

Site Identification Signs

In the past year, an urban wilds logo and a sign layout were designed by a BPRD graphic arts intern for use by the UWI. The new signage treatement will serve to identify the urban wild sites, welcome visitors, outline the UWI program mission, list site rules, and offer contact information for the public to learn more about the UWI, to offer assistance, or to report problems. Fabrication and installation of signs at selected sites began in 2008.

Citywide Site Clean-ups

In addition to the special projects described above, the Urban Wilds Initiative has organized and overseen general clean-ups and routine maintenance at all City-owned sites. This work has included litter and trash removal, fence repair, mowing, and trail maintenance. The work has been primarily conducted by volunteer groups including corporate partners, non-profit groups, academic institutions, City and county community service workers, crews under the purview of the Boston Municipal Court and the Suffolk County Sheriff's Office, and, to a lesser extent, by summer youth conservation crews and local friends groups. The Urban Wilds Program manager oversaw the work of three summer youth programs in the urban wilds in the summer of 2007: from BNAN, Earthworks, and the City of Boston Environmental Services Cabinet. The BNAN crew was used for restoration planting connected to an enforcement action under the state Wetlands Protection Act at the Gladeside I Urban Wild. Several dozen volunteer clean-ups have been completed in the fall of 2007 alone.

Landscape Restoration

In addition to citywide clean-ups, the UWI has partnered with Earthworks Projects, Inc. since 2001 to enhance site ecology at approximately one dozen sites through invasive plant removal, the planting of native trees, shrubs, and forbs, and soil stabilization through the installation of waterbars, cribbing and other methods. This partnership has been scaled down to focus on just several sites due to funding constraints. Although the UWI has taken on the lead role in volunteer recruitment, Earthworks continues to play a key role in restoration component of the UWI. Earthworks received a grant in 2007 to develop a report analyzing the successes and challenges of a long-term volunteer-based landscape restoration program. The report, which will analyze restoration efforts conducted at a selected site from 2001 – 2005, is expected to be released in 2009.

Analysis of Needs

Land Protection

The period from 2002 to 2006 was characterized by tremendous progress in the area of land protection. A significant number of properties that were owned by other City departments or quasi-state agencies have been transferred to the PRD or BCC. Two notable examples of these property transfers include over two dozen parcels which make up most of the Roslindale Wetlands Urban Wilds (a 10-acre red maple swamp that was previously classified as Eldon Street I and Eldon Street II and owned by DND) and Gladeside Urban Wild (a scenic 10.25 acre site in Mattapan with an oak/hickory upland, a buttonbush/red maple swamp, and a recently enhanced ridge and loop trail system that was previously owned by the Boston Public Health Commission). In addition, new urban wilds in Hyde Park (DeForest) and West Roxbury (Dunbarton Woods) were added to the inventory of urban wilds.

Further, another notable property transfer involved a 6-acre wetland-based urban wild in Mattapan, the Mattahunt Woods I urban wild, acquired from DND and added to the Conservation Commission's holdings in 2008.

THE NEXT FIVE YEARS

The strides made by City agencies toward the protection and management of urban wilds should be augmented to address the considerable challenges of the next several years. Based upon preliminary site evaluations and the work projects undertaken at urban wild sites to date as described above, generalized recommendations for urban wild and natural areas site management and program administration are summarized below. Boston's Urban Wilds and Natural Areas Management Plan will explore these goals and objectives in more detail.

Goal: *Protect City-owned urban wilds and other natural areas from development, encroachment, and uses that degrade their natural character.*

- Document the ownership status and agency jurisdiction of all parcels comprising presumed City-owned urban wilds and other natural areas.
- Complete a boundary survey of all parcels and verify that existing boundaries conform to current ownership records. Document and rectify any boundary encroachments encountered.
- Work with the appropriate City agencies to transfer jurisdiction of all remaining City-owned urban wilds and other natural areas to either the Parks Department or the Boston Conservation Commission. If outright transfer of jurisdiction cannot be facilitated, conservation restrictions should be placed on parcels to ensure their preservation as natural areas.
- Continue to use the Parks Commission's 100-foot rule jurisdiction, the Conservation Commission's wetlands protection powers, and other land use regulatory tools to prevent impacts to the urban wilds and other natural areas from nearby developments, uses, and encroachments.

Goal: *Manage and maintain City-owned urban wilds and other natural areas to facilitate public access where appropriate and to promote site ecology.*

- Continue to work with community service groups , friends groups, the Parks Department's Maintenance Division, and the Boston Youth Fund year-round to implement clean-ups and basic maintenance and improvements at each site.
- Continue site-specific inventories and assessments at a scale and scope appropriate for each site. Continue to adapt and modify maintenance/management plans as conditions and circumstances change.

Analysis of Needs

- Develop and implement cost-effective ecological restoration projects at priority sites, generally those containing significant areas of forest, wetlands, and/or open water.
- Develop and implement projects at selected sites, as appropriate and feasible, to encourage establishment of native plant communities, control invasive plant species, and curtail soil erosion.
- Explore the feasibility of hiring a year-round, specially-trained work crew committed to implementing projects at urban wilds and other natural areas.

Goal: *Promote the use of City-owned urban wilds and other natural areas for passive recreation, environmental education, and other uses in keeping with their natural character.*

- Produce a map and brochure describing City-owned urban wilds and other natural areas which discusses the role of the Parks Department in managing the Urban Wilds Program.
- Develop systematic trail/path systems and site-specific maps, signage, information kiosks, and printed interpretative material for each site, as appropriate.
- Work with the Boston Park Rangers, local schools, scout troops, and environmental education organizations such as Massachusetts Audubon Society in using urban wilds and other natural areas as outdoor classrooms and natural history study sites for school groups, children's nature programs, families, and adults. Focus programs especially on biodiversity and interdependence of species.

Goal: *Develop administrative, fiscal, and programmatic resources to ensure ongoing, long-term maintenance and management of City-owned urban wilds and other natural areas.*

- Seek additional staffing as outlined in the Boston Urban Wilds and Natural Areas Management Plan to help manage and administer the many facets of this underfunded, volunteer-based program.
- Develop site-based volunteer stewardship and advocacy groups to implement limited work projects and provide local support for urban wilds and natural areas.
- Establish sufficient yearly capital budget funds for implementation of basic, necessary improvements at all City-owned urban wild sites.
- Continue efforts to raise funds from other private and public funding sources for expanded operational expenses (e.g., dedicated work crews, continued clean ups, restoration efforts, and interpretive tours by groups such as Earthworks), special projects, and other capital needs.

- Develop a system for monitoring of urban wild and natural area management activities, with an aim toward measuring progress on stated goals and objectives.
- Develop and implement an outreach strategy to ensure effective communication of urban wilds and natural areas management activities, successes, and notable achievements.

Goal: *Advocate for the long-term protection and stewardship of other (non-City) publicly- and privately-owned urban wilds and other natural areas.*

- Continue to work with the City's Open Space Acquisition Program for the identification, assessment, and acquisition of high priority privately-owned urban wilds and other natural areas.
- Work with private landowners, other public natural area management agencies, such as the DCR, and other concerned parties such as Earthworks, Boston Natural Areas Network, and neighborhood-based groups in facilitating ecologically-based land management activities for all natural areas in Boston.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.1 Community Open Space & Recreation
ALLSTON-BRIGHTON

Section 7.2.1: Community Open Space & Recreation ALLSTON-BRIGHTON

THE SETTING

History
Like many Boston neighborhoods, the Allston-Brighton area was established in the colonial era (1635) with land grants. A sparsely settled agricultural pattern prevailed until the filling in of the Back Bay and Kenmore Square areas in the late 1800s, by which time the Brighton stockyards had become the foremost cattle market in the region. Another important agricultural development in Brighton was the growth of horticulture: commercial gardens and extensive greenhouses covered many of the hills of Brighton. The Massachusetts Horticultural Society was founded in Brighton in 1829 and the area became well known for the many flowers and other decorative plants, fruit trees, and vegetables developed by Brighton growers. The grounds of Saint John's Seminary are the remains of an old estate orchard. In fact, some historians believe the first tomato in America was grown in Brighton.

In the late 1800s, the extension of streetcar lines – especially along the Commonwealth Avenue corridor – encouraged high quality residential development in Brighton, much of which remains today.

Proximity to the Charles River and the Boston & Albany Railroad encouraged construction of stockyards, slaughterhouses, and meatpacking operations in both Allston and the northern and eastern sections of Brighton. As the nation expanded westward and refrigerated railroad cars were introduced, regional stockyards, like those in Brighton, declined in importance. These cattle-related businesses were replaced over time by other industrial plants, commercial warehouses, and homes.

After World War II, the Massachusetts Turnpike Extension further divided this neighborhood. Wider than the existing railroad tracks, the Pike added more noise and air pollution as it severed pedestrian links on either side. Proximity to expanding universities on all sides resulted in a considerable influx of students, coupled with younger families and immigrants from many lands. These changing population patterns in turn spurred much conversion of large-scale apartments and 19th century single family homes to smaller rental units and condominiums.

Demographics/Housing
Allston-Brighton's 2000 population of 69,648 was a slight decrease (-0.09%) from the 1990 total of 70,284. which in turn represented an 8.76% increase from the 1980 figure of 64,622. Allston-Brighton's ethnic makeup includes Irish, Italian, Greek, Jewish, and more recently, Asian, Eastern European, African-American and Hispanic ethnic groups.

While diversity is the order of the day as far as race/ethnicity is concerned in Allston-Brighton, two trends stand out: the decline in the black population and the rise in the Asian/Pacific Islander population. Allston-Brighton's 1990 population was 73% white, 7% black, 9% Hispanic, and 10% Asian/Pacific Islander. In 2000, 74% were white, 4% black, 9% Hispanic, and 14% Asian/Pacific Islander. In the year 2000, the Census for the first time offered the choice of "multi-racial." Four percent (4%) of the population identified themselves in this category. This new category and the new category of 'some other race" may explain, in part, the 3% drop in the black population in this neighborhood from 1990 to 2000.

Socio-economic and demographic data bear out the image of Allston-Brighton as a neighborhood with a significant young adult-oriented population. The age group of 18-24 in Allston-Brighton was 30%, compared to a citywide figure of 16%. Allston-Brighton's age profile shows that in 1990 12% of the population was 17 years of age or younger versus 19% for the city as a whole [the comparable figures for 2000 were 9% in Allston/Brighton versus 20% in Boston].

Allston-Brighton's median household income was $38,941, comparable to the citywide average of $39,629. In addition, one-third (32%) of all Allston-Brighton households do not have a vehicle compared to 35% for the city as a whole. Some of these certainly are among the nearly 20,000 persons in the community who attend college.

The widespread presence of college students in the community, as well as the prevalence of rental housing -- from large, multi-dwelling buildings on the Commonwealth Avenue corridor, to triple deckers, to the more recent garden apartments -- means only 20% of housing is owner-occupied. This compares to 32% for the city as a whole. The impact of college students upon the community is further reflected by 51% of the population dwelling in non-family households, living as singles or roommates, compared to 29% across the city.

Demographic and Housing Profile

Population	
2000 Census	69,648
1990 Census	70,284
1980 Census	64,622
Population growth/decline, 1990 - 2000	-0.90%
Population growth/decline, 1980 - 1990	8.76%

Age		
0 to 4	2,165	3%
5 to 9	1,908	3%
10 to 14	1,459	2%
15 to17	818	1%
18 to 24	20,655	30%
25 to 44	27,998	40%
45 to 64	8,060	12%
65 to 74	3,083	4%
75 to 84	2,568	4%
85 and over	934	1%

Race	% of Total Population
White alone	74%
Black or African American alone	4%
American Indian and Alaska Native alone	0%
Asian alone	14%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	4%
Two or more races	4%

Latino Status	% of Total Population
Not Hispanic or Latino	91%
Hispanic or Latino	9%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	30,561
1990 Census	29,427
1980 Census	28,127
Household Growth/Decline, 1980-1990	4.62%
Household Growth/Decline, 1990-2000	3.85%

Population by Household Type	% Persons
Family households	43%
Non-family households	51%
Group quarters	5%

Average Household Size	Persons per Household Type
All Households	2.16
Family Households	2.96
Nonfamily Households	1.75

Persons Per Household	Households	%
1-person households	11,067	36%
2-person households	10,748	35%
3-person households	4,345	14%
4-person households	2,463	8%
5-person households	1,211	4%
6-person households	513	2%
7-or more person households	214	1%

Allston-Brighton

Demographic and Housing Profile

Population Density

	Persons per Square Mile
1980 Census	14,821.6
1990 Census	16,120.2
2000 Census	15,974.3
Density Change 1980 to 1990	1,298.6
Density Change 1990 to 2000	-145.9

Housing Tenure in Occupied Housing Units

	% in Occupied Housing Units
Owner occupied	20%
Renter occupied	80%

Total Occupied & Vacant Housing Units in Structure

Single units	9%
Double units	17%
3-9 units	23%
10-19 units	18%
20-49 units	19%
50 or more units	15%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available

No vehicles	32%
1 vehicle	43%
2 vehicles	18%
3 or more vehicles	6%

Median Household Income

$38,941

Civilian Unemployment Rate

5.3%

Poverty Rate

23.0%

Housing in Allston-Brighton includes one-to-six family structures, row houses, garden apartments, and medium-rise apartment buildings, all in substantial numbers. The main concentration of units per structure is the mid-range of three to 49 units. Allston-Brighton has 60% of units in these three to 49 unit structures versus 56% for Boston. However, within this range, the 10 to 49 unit structure is more heavily represented than the three to 9 unit structures in Allston-Brighton versus Boston. Therefore, with medium-range apartment units predominating, there is a greater dependence on public open space to meet the needs of a highly dense neighborhood: 15,974.3 persons per square mile versus 12,172.3 persons per square mile citywide.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment

Allston-Brighton has 351 protected acres in its inventory of parks, playgrounds, squares, malls, reservations, community gardens, and other open spaces. This open space allocation gives this neighborhood a ratio of 5.03 acres of protected open space per 1,000 residents, compared to a citywide ratio of 7.47 acres per 1,000 residents. Urban wilds, college athletic fields, and other institutionally owned lands add another 158 acres of unprotected open space to this densely populated neighborhood.

The City of Boston has invested over $2 million in improving and protecting 10 facilities in the past six years through the City's Capital Improvement Program (see table).

Allston-Brighton Captial Projects 2001-2006	
Cassidy Playground	$122,150
Fidelis Way Park	$178,150
Hardiman Playground	$237,652
Hobart Park	$366,018
Hooker / Sorrento Playground	$366,018
McKinney Playground	$264,267
Penniman Road Play Area	$264,267
Ringer Playground	$521,530
Rogers Park	$83,643
Smith Playground	$358,446
Total	$2,762,141

Charles River Reservation
Soldiers Field
Harvard Business School Athlic Flds
Christian Herter Garden
Charles River Community Garden
Smith Playground
Portsmouth Street Playground
Fern Square
Hooker-Sorrento Street Playground
Leo M. Birmingham Parkway
Turnpike Overlook
Hobart Park
McKinney Playground
Penniman Road Garden
Penniman Road Play Area
North Beacon Alec
Mount St. Joseph's Athletic Fields
Union Square Plaza
Boston University Ball Diamond
Nickerson Field
Jackson-Dunboy Square
Crittenton Hospital
Oak Square
Hardiman Playground
Ringer Playground
Commonwealth Avenue
Commonwealth Plaza
Market Street Burying Ground
Cunningham Park
Kennedy Rock
Brighton HS Hillside
Public Grounds
Fidelis Way Park
Brighton Square
Rogers Park
St Elizabeth's Hospital Campus
Commonwealth Tenants Association CG
Jackson Square
Foster Street Hill
Joyce Playground
Chandler Pond
Theresa Hynes Park
Foster Street Rock
Brian Honan Park
Euston Path Rock
Commonwealth Avenue
Wilson Park
Shubow Park
Boyden Park
Evergreen Cemetery
Chestnut Hill Reservoir Garden
Reilly Playground
Chestnut Hill Reservoir
Boston College Athletic Fields
Cassidy Playground
0 0.2 0.4 0.6 0.8 1 Miles
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
Allston-Brighton
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August, 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Boston College Athletic Fields	2			1					2																			
Boston University Ball Diamond	1																		1									
Boyden Park																												
Brian Honan Park																			1									
Brighton HS Hillside																								X				
Brighton Square										1									1									
Cassidy Playground	1	2			1							2							1									
Chandler Pond																			1		1	1		X				Freshwater Pond, Wetland, Kiosk
Charles River Community Garden																				1								
Charles River Reservation		1							1								1	1	7			1		X				2 Boathouses, Performance Space, Wetland, Canoe Access
Chestnut Hill Reservoir																	1					1						
Chestnut Hill Reservoir Garden																				1								
Christian Herter Garden																				1								
Commonwealth Avenue Outbound																												
Commonwealth Plaza																			1									
Commonwealth Tenants Association CG																				1								
Cottenton Hospital																												Woods
Cunningham Park																												
Euston Path Park																												
Evergreen Cemetery																												
Fern Square										2						1	1	1										
Fidelis Way Park																												
Foster Street Hill																												
Foster Street Rock																												
Hardman Playground																												
Harvard Business School Athltc Flds											1																	
Hobart Park										1						1	1	1										
Hooker-Sorrento Street Playground										1						1	1	1										
Jackson Square																												
Jackson-Dunboy Square																												
Joyce Playground										1						1	1	1										
Kennedy Rock																												
Lee M. Birmingham Parkway																												
Market Street Burying Ground																												
McKinney Playground	1	1	1							1			1			1		1										
Mount St. Joseph's Athletic Fields	1											2																
Nickerson Field				1					1			3																Stadium, Track
North Beacon Allee																								X				
Oak Square																			1		1							
Penniman Road Garden																				1								
Penniman Road Play Area										1						1		2										
Portsmouth Street Playground		1	1						1	1						1												
Public Grounds																												
Reilly Playground																						1						
Ringer Playground			1							2		2				1		1										
Rogers Park	1	1							1	2		2				1		1										
Shubow Park																1		1										
Smith Playground	1	2	2						1	2			1			1		1										
Soldiers Field	2								6	1		20																Stadium, Track
St Elizabeth's Hospital Campus																							X					
St. John's Seminary																							X					
The Cenacles																												Woods
Theresa Hynes Park																			1			1		X				Woods
Turnpike Overlook																												
Union Square Plaza																												
Wilson Park																												

Assessment
Allston-Brighton has a rich palette of public parkland and other contributing open spaces. City of Boston facilities include many neighborhood parks with play and sports facilities, an 18th century historic cemetery, a 19th century landscaped cemetery, a community garden, and passive areas such as Chandler Pond and the wooded part of Ringer Park. The urban wilds are numerous, helping to provide outlets for contact with nature. Parkland of historic and regional significance includes the DCR's Chestnut Hill Reservoir and Charles River Reservation. Commonwealth Avenue is notable as an historic boulevard and an important link in the open space system. Retaining and protecting community access to open space owned by hospitals, schools, and religious organizations in Allston and Brighton, often taken for granted, will be an important issue in the future, especially as new uses are found and planned for some of these institutional sites.

Allston
This part of the community is situated between the Charles River and the east-west line composed of Commonwealth Avenue, Brighton Avenue, and North Beacon Street. Allston's internal spine consists of the Massachusetts Turnpike Extension and adjacent railroad tracks. The Harvard athletic complex, including Harvard Stadium, and the Harvard Business School campus anchors its northeast corner. Residential areas are largely clustered along the Turnpike/railroad track spine. Detached wood-frame housing predominates while there are brick apartment complexes and rowhouses along major streets. In-fill building of numerous garden apartments several decades ago has increased population density while providing additional rental housing. The population is diverse and largely rental, including numerous college students.

This northeast portion of the larger community has fewer neighborhood parks. The disorganized growth of Allston has resulted in difficult community access to existing parklands as well as a general lack of green space in the community.

The DCR's Charles River Reservation is a very significant regional and neighborhood recreational resource – used by picnickers, canoeists, kayakers, boaters, runners, walkers, bicyclists, and community gardeners. The DCR has rebuilt Artesani Playground, the children's play lot in the Herter Park section of the Reservation. Neighborhood access to the Reservation however is difficult at most points due to barriers created by the Massachusetts Turnpike and Soldier's Field Road.

The new master plan for the Charles River Reservation has presented future opportunities to improve access to this important facility. Other recommendations include new ornamental plantings at the bridge landings and the clearing of riverbank vegetation for new scenic vistas. Herter Park would receive special focus under the DCR master plan, such as a new visitor center with interpretive sites and a nature loop, the improvement of the moat for better public access to the water, and a new amenity cluster and food concession.

In addition to the inventory of public recreational lands, Harvard University's Allston campuses include open space and a sports complex. With sizable land purchases in Allston by Harvard in the 1990s, it is hoped that the community will also benefit by improvements to the public realm in scenic, passive, and recreation facilities that will result from development of these new holdings.

Brighton

Larger in area than Allston, Brighton stretches south to Brookline, west to Chestnut Hill, and north to Newton. Thoroughfares, commercial centers, institutional campuses, and varied residential sub-neighborhoods visually delineate it. Industrial and commercial facilities predominate only along Brighton Avenue and North Beacon Street on the northern Allston border. Except for Commonwealth Avenue and Chestnut Hill Avenue, with their large apartment and condominium blocks, Brighton's neighborhoods are defined mostly by detached wood-frame single and multiple-unit houses.

The larger open spaces in Brighton are generally clustered in the central area between the Commonwealth Avenue and the Cambridge Street-Washington Street corridors. Running through the most densely populated areas of both Allston and Brighton is Commonwealth Avenue, which includes the B-line trolley of the MBTA. Several MBTA bus lines also serve Allston-Brighton. This helps enable good access to the parks in this central area, as well as in the southwest corner of the sub-neighborhood. The C-line trolley terminus at Cleveland Circle also serves this southwest corner.

Brighton has a generally good distribution of existing neighborhood parks. It has great variety in its open space as well, including such resources as Evergreen Cemetery and Chestnut Hill Reservoir. Increased street greening, such as along Commonwealth Avenue,

is a major objective, as is using thoroughfares to link and strengthen the area's open space system as a whole.
The moving of the Allston-Brighton branch of the YMCA from its location next to Rogers Park westward to a location in Oak Square next to Hardiman places additional use and pressure on Hardiman. Additional city resources may be needed to address this pressure.

Unprotected urban wilds represent 15% of the neighborhood's acreage of all open space. Almost all of the wilds are owned by institutions rather than publicly held. Many of the wilds are in a concentrated area of the sub-neighborhood between the Cambridge Street-Washington Street and Commonwealth Avenue corridors. With such large parklands and open spaces nearby such as Cassidy Playground, Reilly Playground, Chestnut Hill Reservoir, Chandler Pond, and Evergreen Cemetery, these urban wilds, anchored by St. John's Seminary properties, provide a habitat for wildlife and a venue for human leisure in the midst of one of Boston's densest neighborhoods.

Almost all of the wilds are owned by institutions rather than publicly held. Working with these institutions to preserve and make accessible as much of these lands as possible in potential future developments will be a key approach to addressing the open space needs of this neighborhood, whether for scenic, ecological, passive, or active recreation opportunities. This is especially true regarding the purchase of portions of the St. John's Seminary properties by Boston College for institutional expansion.

Chandler Pond itself has been restored, but the surrounding landscape needs improvements. The Chandler Pond Preservation Society conducted a pilot project along a portion of the Lake Shore Road shoreline. Volunteers planted emergent wetland vegetation along the shoreline edge to replace the eroding lawn-oriented shoreline that exists along that side of the pond. It has so far been successful in taking hold in the re-planted area. Further work along this line, as well as other techniques to decrease pollution into the pond from the watershed, will help improve water quality and maintain the pond depths achieved through the 1990s dredging project. Capital improvements to the landscape (i.e., Gallagher Memorial Park) need to be scheduled.

In addition to new parkway tree plantings and the clearing of riverbank vegetation for new scenic vistas, the new master plan for the Charles River Reservation calls for "an entirely new fifteen-acre park ... fronting on the river with three direct links to the Brighton neighborhood." (From the Executive Summary, Charles River

Basin: The Second Century.) The DCR has major tasks to accomplish before the proposed new park will be ready to open: "acquisition of land, removal of the old DCR pool facility, and moving the parkway back from the river." Yet it is worth striving for, as this new park will add considerable access to the Charles River Reservation from Brighton, which currently has limited access. It will also provide much-needed opportunities for flexible field arrangements for local sports enthusiasts.

THE NEXT FIVE YEARS

One important goal will be to continue and expand public/ institutional partnerships to protect and enhance recreational opportunities for community members. Efforts to make Allston greener and improve pedestrian and bicycle access to existing parklands need to continue. Rehabilitation of the Charles River Reservation, particularly its pathways and shoreline, is a community goal as well as a master plan goal. The rehabilitation should take place along with improved access from both the Allston and Brighton communities to this regional park. The re-greening of the Commonwealth Avenue spine needs to be implemented once transportation funding for the arterial reconstruction is in place. A comprehensive approach with an emphasis on improving the Chestnut Hill Reservoir/historic pump station area as a gateway to Boston would benefit the entire community. Environmental improvements at Chandler Pond were recently completed and can serve as a model for upgrading other green and open spaces with community support.

Opportunities

Allston

- Develop an Allston greening plan with the assistance of the BRA and the Allston-Brighton Community Development Corporation's Allston-Brighton Green Space Advocates (ABGSA). Focus on the southern boundary thoroughfares, pedestrian and bicycle access to and among parks, and opportunities for public open space at Allston Landing North such as BRA and community recommendations for active recreational facilities. Make improvements to the Massachusetts Turnpike right-of-way, particularly along Lincoln Street, to reduce noise and screen the highway from view. Insure coordination with the Growing Boston Greener initiative to develop street tree plantings on residential side streets as well as major thoroughfares.
- Support Department of Conservation and Recreation Charles River Reservation master plan implementation efforts to provide recreational opportunities and access to them in keeping with the historic character of the parkland and to meet its extraordinary maintenance needs. Improve the recreational paths and shoreline in accordance with the master plan. Improve bicycle and pedestrian access to the Reservation from the Allston sub-neighborhoods to the south, especially at the Telford Street and Everett Street crossings.

- Support implementation of open space recommendations of the BRA's North Allston Strategic Framework for Planning (NASFP), such as strengthening links to Herter Park and other sections of the Charles River Reservation. Work for the River Walk promenade suggested by the NASFP, linking the Charles River Reservation near the Cambridge Street crossing, passing through Harvard's new and existing campus, to Smith Field and the Herter Park portion of the Reservation.
- Work with Harvard University to create more community benefits from its existing open spaces and sports complex. Insure the provision of open space amenities that are publicly visible, accessible, and welcoming in future developments on Harvard University land to reduce impacts on existing public resources. Provide community and public realm benefits (including street trees) from new Harvard developments to better integrate these new developments with the surrounding community. Work with Harvard to insure better access to the Charles from the residential neighborhood, such as the greening of the Everett Street streetscape.
- Design for the re-greening of Commonwealth Avenue using the BRA plan and the original Olmsted plan for guidance. Provide seating and other amenities for specific areas as requested by the community.
- Green-up with street tree plantings and make bicycle-friendly such major thoroughfares as Harvard Avenue, Cambridge Street, and Brighton Avenue as part of the City's goals in the Allston Village Main Streets Program and the Growing Boston Greener Program.
- Work with the BRA to develop zoning changes that require pervious surfaces and green landscaping on a substantial percent of each existing residential lot's total yard space, including front yard space, in coordination with the Growing Boston Greener initiative.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle.
- Preserve the parkway landscape character of Soldiers Field Road/Storrow Drive through zoning setbacks and height limitations for properties along their edge. Seek preservation of open space along the parkway's inboard edge, especially at Soldiers Field.
- Create an Outreach Partners program parallel to the Park Partners program to stimulate community recreational activities on non-publicly owned land. Encourage and assist universities and other institutions, developers, and

businesses in planning and implementing recreational programming, maintenance, and capital projects. Offer technical assistance regarding planning and design for development that also protects existing open space or creates new neighborhood park facilities.

- Support new community-based Park Partner programs using Oak Square as a model.

Brighton

- Strengthen Brighton's existing public open space system. Explore opportunities such as strengthening the connections with surrounding parks, cemeteries, and urban wilds along Commonwealth Avenue, Market Street, and Chestnut Hill Avenue, and planting more street trees along Warren and Washington Streets.
- Improve bicycle and pedestrian access to the Charles River Reservation from the Brighton sub-neighborhoods to the south, especially at the Brooks Street, Parsons Street, Goodenough Street/North Beacon Street, Leo Birmingham Parkway, and Western Avenue access points.
- Design for the re-greening of Commonwealth Avenue using the BRA plan and the original Olmsted plan for guidance. Provide seating and other amenities for specific areas as requested by the community.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, such as at Rogers and Brighton Square.
- Work with the BRA to develop an open space preservation strategy for institutional lands with open space or natural resource values. Approach institutions and the community with a partnership concept for future implementation. Address community needs for open space as planning for Boston College's institutional master plan incorporates the St. John's Seminary properties it recently purchased.
- Advance a watershed-based approach to protecting water quality at Chandler Pond. Schedule capital funds to rehabilitate the path and other passive features of the park. Continue the shoreline re-vegetation and stabilization pilot project. Maintain selected "get-down" areas where fishing enthusiasts and others can get down to the water's edge without disturbing the wetland shoreline edge plantings.

- Work with the DCR to investigate the feasibility of making the Chestnut Hill Reservoir a more accessible resource at the water's edge. Determine if there can be at least a segment of the shoreline where people can approach the water's edge within the context of a supervised, programmed use.
- Create an Outreach Partners program parallel to the Park Partners program to stimulate community recreational activities on non-publicly owned land. Encourage and assist universities and other institutions, developers, and businesses in planning and implementing recreational programming, maintenance, and capital projects. Offer technical assistance regarding planning and design for development that protects existing open space or creates new neighborhood park facilities.
- Finalize the approval of the conservation restriction on the Cenacles urban wild, to be held by the Conservation Commission. Support the Friends of the Cenacles to oversee and wisely use this valued resource.
- Support new community-based Park Partner programs using Oak Square as a model.
- Encourage the DCR's creation of a new 15-acre park for the Brighton area called for in the Charles River Reservation master plan.

Community Priorities

- Provide more ball fields and practice areas, additional dedicated soccer fields and practice areas, and additional play areas for young children.
- Continue to utilize the Park Department's Open Space Acquisition Program to examine, and if found suitable, acquire new open spaces in the community to complement existing resources. Support acquisitions of urban wilds and natural areas to preserve nature in this densely populated neighborhood.
- Protect valued open spaces at the St. John's Seminary urban wild. Work to support the ecological and social connection between the St. John's Seminary urban wild, other institutional owned urban wilds, and other major green spaces in Brighton.
- Protect valued open spaces on the grounds of St. Gabriel's in view of possible expansion by the St. Elizabeth's Medical Center.
- Safeguard the City's ongoing capital improvements in neighborhood parks with adequate maintenance and supplement City maintenance capabilities with community

and institutional assistance as needed. Support the green infrastructure (trees, other plantings) of this area's parklands, such as at Ringer Park, with arboricultural and horticultural maintenance.

- Provide more passive park amenities along Commonwealth Avenue as part of a general Commonwealth Avenue redevelopment effort. Remove dead trees and replant with new, hardier trees.
- Maintain the area of the running path at DCR's Chestnut Hill Reservoir in good condition, focusing especially on public safety and visibility.
- Preserve the landscaping around the two Chestnut Hill pumping stations.
- Provide more community gardens while working with such organizations as BNAN for the training of gardeners and supply critical resources such as water, compost, and trash removal.
- Coordinate efforts between the community, the ParkARTS Program, and the Boston Art Commission regarding appropriate installation and care of public art in parks.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Charles from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.
- Coordinate maintenance of the improved streetscape on Brighton Avenue/Cambridge Street/Washington Street between the Parks Department and the Public Works Department to insure its aesthetic and community economic development values.
- Support community efforts, such as that of the Chandler Pond Preservation Society, to limit Canada Goose visitation at Chandler Pond as one means to improve water quality.
- Use evergreen plantings in Rogers Park to screen the view of the rear of commercial buildings on Washington Street. Make repairs to Rogers at the earliest opportunity. Develop capital improvements there based on the upcoming master plan.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.2 Community Open Space & Recreation
BACK BAY/BEACON HILL

Section 7.2.2:
Community Open Space & Recreation
BACK BAY/BEACON HILL

THE SETTING

History
Beacon Hill takes its name from the sentry light erected on its peak to warn settlers of the Massachusetts Bay Colony in case of a threat from Indians or foreign invaders. The south slope as it exists today began to emerge in the 1790s with the building of the present State House. Starting at this time, the hill was reshaped and the old beacon taken down.

Cutting and filling allowed the development of Louisburg Square and Mt. Vernon Street for substantial house lots. The north slope had three sections by the latter 1700s: stately houses around Bowdoin Square; an African-American community centered between Joy and Phillips Streets; and a "red light" district near the Charles River. The north slope changed due largely to construction of both the Massachusetts General Hospital complex and tenement and apartment buildings in the 1800s.

The Back Bay originally referred to a tidal body of water on the western edge of the Shawmut Peninsula that stretched from Brookline to Boston Common. A dam, finished in 1821 to harness industrial water power, ran along what is now Beacon Street from Charles Street to present-day Kenmore Square. Stagnant water and the accumulation of sewage soon led to demands to fill the area. Landfill began at the Public Garden and extended west. From the 1850s to the 1890s, the entire area was filled beyond Kenmore Square and north to the present location of Storrow Drive. Parisian boulevards were the inspiration for the linear plan of the Back Bay with its stately tree-lined spine of Commonwealth Avenue. By contrast, an English model with squares influenced the layout of Beacon Hill and the South End. The Back Bay developed quickly with fashionable townhouses reflecting the affluence of its residents. Deed restrictions created consistency for building heights, setbacks, and masonry construction.

In the realm of more recent history, development of the Massachusetts Turnpike, the Prudential Center, and Copley Place has created a major residential, commercial, and hotel complex on

the southern reaches of this neighborhood. In addition, retail activity on Newbury Street has been substantially upgraded in the past two decades. Large swaths of both Beacon Hill and Back Bay are now designated historic districts that provide continuing design controls. Boston Common, the Public Garden, and Commonwealth Avenue Mall are themselves designated City of Boston Landmarks. In addition, Boston Common and the Public Garden are National Historic Landmarks (the highest tier of listing in the National Register of Historic Places).

Demographics/Housing
The year 2000 census of Back Bay/Beacon Hill residents indicated a population loss of 5% to 26,721 from the 1990 census figure of 27,808, which in turn was down 8% from the 30,212 residents in the 1980 census.

The average household size is relatively small – 1.5 persons – compared with the citywide figure of 2.3. One-person households dominate Back Bay/Beacon Hill by the significantly high figure of 62% of all households compared to 37% citywide. Group quarters accommodate 8% of the population, likely due to the number of college students and some lodging house tenants.

The relative affluence of the Back Bay and Beacon Hill neighborhoods is reflected in a median annual household income of $66,427, compared to $39,629 for the city at large. Only 10% of households are below the poverty line, versus 20% citywide. However, perhaps due to choice of lifestyle, proximity to mass transit, or the difficulties of parking a car in this neighborhood, 43% of households do not have a vehicle versus 35% citywide.

The presence of children in this neighborhood is limited. While 20% of the city is in the 17 and under age group per the 2000 census, only 5% are in this group in Back Bay/Beacon Hill. Only 36% of the neighborhood's population lives in family households versus 65% citywide.

The presence of college students and young professionals in this neighborhood likely accounts for the differential in the population percentage for the 18 to 44 age group: 67% in the Back Bay/Beacon Hill neighborhood versus 52% citywide.

Masonry townhouses of four to six stories are the predominant type of housing in the area, dating mainly from the 19th century. Many buildings are now divided into five or more units. There are some larger apartment buildings. Back Bay/Beacon Hill has a higher

Demographic and Housing Profile

Population	
2000 Census	26,398
1990 Census	27,808
1980 Census	30,212
Population growth/decline, 1990 - 2000	-5.07%
Population growth/decline, 1980 - 1990	-7.96%

Age		
0 to 4	674	3%
5 to 9	245	1%
10 to 14	171	1%
15 to17	117	0%
18 to 24	4717	18%
25 to 44	12994	49%
45 to 64	5316	20%
65 to 74	1285	5%
75 to 84	650	2%
85 and over	229	1%

Race	% of Total Population
White alone	88%
Black or African American alone	3%
American Indian and Alaska Native alone	0%
Asian alone	6%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	1%
Two or more races	1%

Latino Status	% of Total Population
Not Hispanic or Latino	96%
Hispanic or Latino	4%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	16,341
1990 Census	14,939
1980 Census	15,862
Household Growth/Decline, 1980-1990	-5.82%
Household Growth/Decline, 1990-2000	9.38%

Population by Household Type	% Persons
Family households	36%
Non-family households	56%
Group quarters	8%

Average Household Size	Persons per Household Type
All Households	1.49
Family Households	2.34
Nonfamily Households	1.21

Persons Per Household	Households	%
1-person households	10,073	62%
2-person households	4,969	30%
3-person households	850	5%
4-person households	356	2%
5-person households	89	1%
6-person households	4	0%
7-or more person households	0	0%

Demographic and Housing Profile

Population Density

	Persons per Square Mile
1980 Census	32,140.4
1990 Census	29,583.0
2000 Census	28,083.0
Density Change 1980 to 1990	-2,557.4
Density Change 1990 to 2000	-1,500.0

Housing Tenure in Occupied Housing Units

	% in Occupied Housing Units
Owner occupied	32%
Renter occupied	68%

Total Occupied & Vacant Housing Units in Structure

Single units	4%
Double units	2%
3-9 units	45%
10-19 units	21%
20-49 units	10%
50 or more units	18%
All other	0%
Single/Multiple Unit Ratio	0.04

Household by Number of Vehicles Available

No vehicles	43%
1 vehicle	48%
2 vehicles	8%
3 or more vehicles	1%

Median Household Income

$66,427

Civilian Unemployment Rate

6.0%

Poverty Rate

10.3%

percentage of three to nine unit residential structures (45% versus 38% citywide), and a sharply higher percentage of housing units in the mid-range to larger structures (49% in structures ten units or greater versus 30% citywide).

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
The area's residents have a ratio of 4.86 acres of protected open space per 1,000 persons, compared to the citywide ratio of 7.47 acres of protected open space per 1,000 persons. The 4.86 acres per thousand ratio for this neighborhood compares quite favorably with the 2.5 acres per thousand persons guideline set out in the South End Open Space Study prepared by the Boston Urban Gardeners (1988). This is a more appropriate guideline for comparison for urban core neighborhoods like Back Bay and Beacon Hill.

The total amount of open space in the area is approximately 137 acres compared to a total of 128 acres of protected open space. Due to high real estate values and highly limited availability of vacant land, the overall amount of open space is unlikely to increase unless private landowners or public development agencies can provide open space in their development plans.

In the past six years, the City of Boston has invested $1.67 million for capital improvements in the area's parks (see table below). Boston Common received some treatment, as did the Public Garden, and the Commonwealth Avenue Mall.

Back Bay/Beacon Hill Capital Projects 2001-2006	
Boston Common	$830,348
Commonwealth Avenue Mall	$235,743
Copley Square	$21,000
Granary Burying Ground	$173,292
Public Garden	$414,272
Total	$1,674,654

0 0.1 0.2 0.3 0.4 0.5 Miles
Phillips Street Park
Temple Street Mall
Temple Street Park
Somerset Street Plaza
Myrtle Street Playground
State House Park
Louisburg Square
Granary Burying Ground
Charles River Reservation
Boston Common
Public Garden
Central Burying Ground
Clarendon Street Toilet
Dartmouth Street Mall
Commonwealth Avenue Mall
Charles River Reservation
Copley Square
Charlesgate
Prudential Center Plaza
Prudential Center Plaza II
Copley Place Plaza
Southwest Corridor Park
Prudential Center Plaza III
Belvidere/ Dalton Plaza
Harcourt/West Canton Garden
Follen Garden
Southwest Corridor Park
Greenwich/ Cumberland Garden
Blackwood/ Claremont Garden
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
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Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Belvidere/Dalton Plaza																											
Blackwood/Claremont Garden																			1								
Boston Common	1	1									2					1	1			3				1			Ice Rink/Wading Pool
Central Burying Ground																											
Charles River Reservation																1				1	1			1			Boat Landing/Boat House, Performance Shell
Charlesgate																	1										
Clarendon Street Totlot																1	1										
Commonwealth Avenue Mall																	10			8	1		X				
Copley Place Plaza																	1			1							
Copley Square																	1			1				1			
Dartmouth Street Mall																											
Follen Garden																			1								
Granary Burying Ground																											
Greenwich/Cumberland Garden																			1								
Harcourt/West Canton Garden																			1								
Louisburg Square																											
Myrtle Street Playground																1	1										
Phillips Street Park																	1										
Prudential Center Plaza																				1							
Prudential Center Plaza II																											
Prudential Center Plaza III																											
Public Garden																	8			1				6			Scenic Bridge
Somerset Street Plaza																	1						1	1			Peace Garden
Southwest Corridor Park																1	1				1						
State House Park																	1			1							
Temple Street Mall																											
Temple Street Park																	1										

Assessment

A NEIGHBORHOOD OF REGIONAL PARKS

Because they are large, highly visible, and centrally located in or near dense residential and business districts, the parks in this area are among the most heavily used in the greater metropolitan area: Boston Common, the Public Garden, Commonwealth Avenue Mall, and Copley Square Park (all under Parks Department jurisdiction), the DCR's Charles River Esplanade, and State House Park.

While these parks are regional and tourist destinations, they also serve the neighborhood. Both Boston Common and the Charles River Esplanade contain active sports facilities and a children's play area. In addition to these major parks, there is one children's playground each within the Beacon Hill and the Back Bay residential neighborhoods.

There was more open space created in the Back Bay, thanks to the construction of an approximately half-acre Dartmouth Street Plaza. This open space addition was created by extending the Dartmouth Street entrance of the Boston Public Library eastward toward Copley Square Park. The extended plaza will help make Copley Square an even more desirable destination for special events of citywide appeal. The city completed construction on the $1.2 million ISTEA-funded project during 2002.

Despite heavy use, the parks in this area are generally in very good condition. The master plans and management plans that have been formulated in the past fifteen years, the most recent being the Copley Square Park Management Plan (1996), have guided capital investment, programming, and use of these parks. It is also due in large part to increased maintenance funding (especially from the Parkman Fund) and improved maintenance by the Parks Department. Funding provided by private, neighborhood-based groups has complemented the Department's maintenance efforts. These groups, primarily the Friends of the Public Garden and the Friends of Copley Square Park, reflect the substantial affluence of many of the neighborhood's residents and their elevated sense of civic responsibility. Their fundraising for additional maintenance, repair, and other associated services helps address the high standard of park development in these urbanized, heavily used parks.

A pressing concern is the availability of extraordinary resources to restore and maintain the Charles River Reservation here in its most heavily used segment. The continued pressure on the DCR's capital and maintenance budgets has affected the condition of this

premier regional park. The DCR's own Charles River Reservation Master Plan identifies the deterioration that affects the park's facilities. The new master plan then maps out an implementation schedule for restoring major portions of the park and redesigning others to meet new needs. Naturally for an historic park, a major recommendation of the plan is to preserve "the essential character-defining features of the historic landscape while adapting the Basin to contemporary uses." (from the poster Charles River Basin: The Second Century, DCR, 2000) It further recommends the restoration of ornamental tree and shrub plantings along the Esplanade.

One key recommendation of the new master plan is that a pedestrian and bicycle connection should be established between the Back Bay Fens, Commonwealth Avenue Mall, Charlesgate, and the Charles River Reservation. Another recommendation is to complement the proposed pedestrian-only zone on the Esplanade islands with a wider pathway on the Storrow Lagoon's inside edge suitable for bicyclists and skaters. This is in accordance with the accepted open space planning principle to reserve the space closest to a water body for pedestrians, and the next closest for users of faster modes of recreational transport (e.g., skaters and bicyclists). Also important is the recommendation to more carefully manage special events on the Esplanade to help preserve this historic landscape, along with encouraging a wider distribution of events to other locations within the Reservation.

In response to the developments around the Charles River Reservation, two groups formed. The Charles River Conservancy (CRC) advocates for its protection, master plan implementation, and more adequate budgets for this regional park. The Esplanade Association (TEA) is specifically focused on this neighborhood's particular segment of the Charles River Reservation. The TEA has conducted fundraising for specific items such as bench repair, statue restoration, and playground reconstruction.

Tree Care: A Neighborhood Asset

The Parks Department has planted many street and park trees during the past six years, thereby reinforcing the scenic urban character of this neighborhood. Several new park trees have been planted through a Department program where persons or other entities can donate funds for a tree with a plaque placed close to the tree. The minimum tree donation also includes two years of follow-up care. Friends groups also contribute to tree planting and maintenance. The Department has eliminated the backlog of dead, dying, and diseased street trees needing removal. Many of the tree

pits have been replanted with a mix of species to prevent large-scale losses from disease. The goal for tree care in this neighborhood in the future will be assuring adequate funding for park and street tree maintenance as many of the newer trees recently planted get older, and as already aging and stressed trees call for more frequent care.

The Turnpike Air Rights Connection

Although there is a need for more ball fields, play areas, and tennis courts, such needs are highly land-intensive. Therefore, they are unlikely to be met in the near term given the intense land use pressures and high property values in this neighborhood. As mentioned before, one approach will be the provision of open space amenities as part of public and private development projects. The Parks Department will continue to work with the BRA through Article 80 and other review processes, as well as through the Parks and Recreation Commission's 100-foot rule review process, to advocate for open space amenities as part of development projects.

Open space advocacy may yield some results as the development process proceeds for the air rights parcels over the Massachusetts Turnpike Extension. The BRA-commissioned study resulting from the work of the Strategic Development Study Committee (SDSC), A *Civic Vision for Turnpike Air Rights in Boston*, called for a new connection from the Fens to the Charles River through Parcel 10 (to be underwritten by development on Parcel 9 in the Kenmore Square neighborhood). This open space connectionwould also link the Commonwealth Avenue Mall to these two parks. The other Back Bay-relevant open space proposals in this study are the recommendations to leave Parcel 11 undeveloped and to limit heights or arrange massing on Parcel 12. These development restrictions are based on the goal of protecting the Fenway Studios artist housing cooperative's access to sunlight and natural northern exposure. The National Park Service has designated this building a National Historic Landmark.

While direct open space impacts from the Turnpike air rights may be limited in the Back Bay neighborhood, one aspect of the overall scheme that should be considered is developing a connector between the Turnpike air rights east and west of the Back Bay. The connector – a bike lane – would substitute for a more direct linear feature, given the current configuration of the Prudential Center complex and the Copley Place complex. An on-street bike lane on Boylston Street and appropriate cross streets can serve a linkage function. If a bike route is more feasible as the connector,

signage will be needed, as it will also be for pedestrians using this or a similar route.

See also the chapters on the Emerald Necklace and Historic Burying Grounds for further in-depth discussion of issues and recommendations important to parks in the Back Bay/Beacon Hill neighborhood.

THE NEXT FIVE YEARS

This neighborhood's already popular parks will continue to see increasing use in the next few years, especially with the city's ongoing focus on tourism and the renewed interest in downtown residency and visitation. For many parks in the area, the need is for extraordinary maintenance and management efforts to safeguard already completed or currently pending capital improvements.

Opportunities

A NEIGHBORHOOD OF REGIONAL PARKS

- Continue to enhance the Parks Department's maintenance resources, especially for turf management, routine maintenance of park elements, and graffiti removal.
- Manage for the reduction of competing uses and overuse by continuing to follow the master plans and other established Parks Department policies regarding use of specific areas and facilities. Explore cooperative efforts with public, non-profit, and for-profit entities to create additional active play and sports facilities, recognizing that the expansion of ball fields, children's play areas, and courts is generally not feasible in existing parks.
- Support continued partnerships with the neighborhood's committed park friends groups to undertake non-standard maintenance and support other expenses for these heavily used regional parks.
- Focus City capital and fundraising monies on the monuments, fountains, and memorials in Boston Common, the Public Garden, and the Commonwealth Avenue Mall. Encourage ongoing efforts by the City's Adopt-a-Statue Program.
- Support DCR efforts to maintain and improve the Charles River Esplanade. Support the implementation of the new master plan for the Charles River Reservation, including landscape and structure restoration, pedestrians-only Esplanade islands, a wider inboard pathway for cyclists and skaters, and improved special events management to help reduce over-use of the Esplanade. Improve access by pedestrians and bicycles to the Reservation from the neighborhood, particularly at Charlesgate, connecting the Charles River Reservation to the Commonwealth Avenue Mall and the Back Bay Fens.
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

TREE CARE: A NEIGHBORHOOD ASSET

- Seek out a multitude of outside sources – friends groups, neighborhood and block associations, property owners and the like – for supplemental support of the Department's street and park tree maintenance program.

THE TURNPIKE AIR RIGHTS CONNECTION

- Work with the Massachusetts Turnpike Authority and the BRA to ensure that open space amenities are included as part of the future Turnpike air rights developments.
- Urge the DCR to begin the planning process for re-designing Charlesgate to accommodate pedestrian and bicycle connections from the Back Bay Fens and Commonwealth Avenue Mall to the Charles River Reservation. Urge the DCR to seek opportunities from the nearby Turnpike air rights developments or TEA-21 Transportation Enhancements program for assistance in funding this large-scale enhanced multi-modal transportation project.
- Work with the City of Boston Bicycle Coordinator and BTD to plan a bike lane or bike route connector to help link the Turnpike air rights parcels east and west of the Prudential Center and Copley Place complexes. Use signage to assist pedestrians on the connector route.

Community Priorities

- Explore design options for maximum use of existing active recreation facilities without disturbing the peace or historic integrity of the parks or their surrounds.
- Continue to maintain the horticultural health of Copley Square and safeguard the capital investments there by public/private efforts.
- Consider enhancements for the Dartmouth Street Mall, particularly in light of the new Dartmouth Street Plaza.
- Revisit the design of Boston Common's children's playlot so as to assure safe and adequate play space for toddlers and slightly older children.
- Limit large and loud festivals and events on the Common to protect the grounds and the surrounding neighborhood.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Charles from stormwater contaminated by dog waste. Identify responsible dog owners' groups as potential stewards for such public awareness campaigns and for potential dog park areas.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.3 Community Open Space & Recreation
CENTRAL BOSTON

Section 7.2.3: Community Open Space & Recreation CENTRAL BOSTON

THE SETTING

Included within the BRA-designated Central Boston planning district discussed here are the Financial District, Downtown Crossing, the Waterfront, Government Center, and the Bullfinch Triangle, collectively known as Downtown; and the discrete residential areas of the North End, West End, and Chinatown.

History

Downtown

Originally known as the Shawmut Peninsula, the city's civic, commercial and financial core has been located at the site of modern-day downtown Boston since the city's founding. The Old State House, at the junction of State and Washington Streets, had served as the center of public life since the 17th century. The original Faneuil Hall was built in 1742; today with the renovation of Quincy Market as a pedestrian-oriented public space with restaurants and retail shops, the area is a major tourist draw. Christopher Columbus Park, located between the market and the waterfront, provides passive and active recreation for tourists and North End residents alike.

FINANCIAL DISTRICT AND DOWNTOWN CROSSING

Throughout the 18th century, increasing development resulted in dense street patterns encircling Fort Hill and eventually reaching the Boston Common. Fort Hill was leveled in 1872, the same year a fire destroyed much of downtown Boston. Now most of the financial district's office towers are located in the area. Norman B. Leventhal Park (formerly known as Post Office Square Park) provides critical open space, a green oasis in the built-up and paved-over downtown area. The park itself is the product of a public/private partnership and exemplifies the advantages of corporate abutters participating in the management of public spaces in the downtown core.

Central Boston's retail district is centered on Downtown Crossing. A portion of Washington Street here is closed off to traffic flow, allowing pedestrians to have more space for movement, especially

during rush hours and lunchtime. This street closing has created a lively street scene during the day that has strengthened this retail district.

The Waterfront

A major influence in the growth of downtown Boston has been the development of its harbor. At the beginning of the 18th century, Boston's position as a prominent maritime community was secured with the addition of Long Wharf and the building of nearly 40 wharves, more than a dozen shipyards, and six ropewalks. With the decline of the shipping industry in the early 1900s, Boston's wharves began to be abandoned. Some buildings remained vacant or underutilized until the current Central Artery was constructed in the 1950s. Today, wharf renovation and urban renewal have created one of Boston's newest mixed use districts. Harborwalk, a continuous pedestrian path being created along the water's edge from the South Station area to the North End, will link all the publicly accessible open spaces along the waterfront, including those at Rowes Wharf.

Government Center

During the urban renewal era of the 1950s and 1960s, the dilapidated Scollay Square area was leveled to make space for Government Center, a new building complex to accommodate expanding city, state, and federal offices. An 11-acre brick-paved plaza in front of the new City Hall was built as the center of this complex. The plaza is regularly used for concerts, political rallies, civic celebrations, and a farmer's market.

Bulfinch Triangle

The Bulfinch Triangle is the area between Government Center and the North Station complex. So-called because of Charles Bulfinch's street plan for a triangular area created by the 19th century filling-in of the marshy North Cove, it consists of warehouse structures now converted for mostly office uses.

The Coming Transformation

The coming two decades will again transform the character of downtown Boston. Major factors in this transformation will include the completion of wharf restoration, the ongoing linkage of the Harborwalk system, and the aftermath of the depression of the Central Artery. The Central Artery depression has created at the surface both a linear park (almost 12 acres worth) and a boulevard-style thoroughfare.

The Residential Neighborhoods

North End

The North End, one of Boston's oldest neighborhoods, was "wharfed-out" early and inhabited by wealthy merchants and humble seamen. In the early 1800s came the Irish who built houses abutting the narrow streets and alleys that to this day distinguish the North End. Since the 1890s the area has had a large Italian population. In the 1950s, with the building of the Central Artery, the North End became isolated from the downtown area; that isolation is now disappearing as the surface restoration of the Central Artery project has been completed. The neighborhood contains several sites which are on the Freedom Trail and local residents have accepted the resulting influx of tourists. In fact, the number of restaurants and retail shops has gradually increased over the years.

West End

The West End was once a neighborhood of residential structures, shops, and commercial enterprises, an "urban village" much like the North Slope of Beacon Hill appears today. The urban renewal movement of the 1950s and 1960s razed the West End. In its place is the Charles River Park luxury housing complex, a self-contained mega-development that exemplifies Le Corbusier's "tower-in-the-park" urban design philosophy. Traces of bitterness remain from the vast displacement of residents and businesses that took place in the name of "slum clearance." One legacy of this phenomenon is the vigilance and opposition displayed by residents in other parts of the city when proposals call for the wholesale demolition of older structures that have given neighborhoods their character and livable appearance. Another legacy is the awareness among city planners that preservation and adaptive re-use of existing structures – and landscapes – should be a key strategy, and a first resort, in neighborhood revitalization.

Chinatown

Chinatown/South Cove is located on landfill built on tidal flats to provide additional housing in the early 1800s for Boston's expanding middle-class population. In the 1840s, this area's original residents began to move out of the city. Newcomers were mainly Chinese, Irish, Italian, Jewish, and Syrian immigrants who converted the homes to multi-unit tenements.

Non-residential uses developed on the edges of Chinatown. South Station, the railroad lines serving it, and the elevated line along Washington Street, were constructed in 1899. Many tenements

were razed for expansion of the garment industry. After World War II, Chinese restaurants and specialty shops began to occupy ground floors of residential buildings and a tourist industry began to evolve.

Subsequently, many more housing units were lost due to urban renewal programs. Creation of the Southeast Expressway and the Massachusetts Turnpike, and an increase in traffic along Essex Street, isolated the Chinese residents in the South End from those in South Cove. Old rowhouses were replaced with institutional-scale buildings and high-rise housing towers. Community isolation increased further following the 1974 creation of the "Combat Zone" adult entertainment district. This zone cut off Chinatown from the Central Business District as well as from Boston Common and the Public Garden.

Today, Chinatown exists on approximately one-half the land mass it once had, with a population that tripled between 1950 and 1987. The first decade of the 21st century has been critical for the neighborhood in terms of pressures from without and within. The Combat Zone is now a fading memory. Gains and losses to open land on the east and south of Chinatown are possible with the development of air rights over the Massachusetts Turnpike.

Meanwhile, the community struggles to provide housing for new immigrants, growing families, elder residents, and non-Asians attracted by the proximity to downtown Boston.

Demographics/Housing

Like much of the rest of the city, Central Boston experienced a rapid decline in its residential population after World War II. It finally stabilized in the 1980s due to an influx of young professionals looking for "walk-to-work" residential accommodation. For example, by the 1920s, with the last tenements completed, 35,000 people lived in the North End alone. The 1980 census showed a population total of about 9,000. The 1990 population total in the North End sub-neighborhood showed an increase to 10,935.

There was a slight drop in Central Boston's population from 1980 to 1990 of -0.88%, but in the 1990s, the population increase was dramatic: from 21,669 in 1990 to 25,602 in 2000, an 18% increase. Of course, the population of Central Boston swells during the work day; close to an additional 200,000 people come to work in the

Demographic and Housing Profile

Population	
2000 Census	25,602
1990 Census	21,669
1980 Census	21,862
Population growth/decline, 1990 - 2000	18.20%
Population growth/decline, 1980 - 1990	-0.88%

Age		
0 to 4	667	3%
5 to 9	516	2%
10 to 14	340	1%
15 to17	239	1%
18 to 24	3,884	15%
25 to 44	10,705	42%
45 to 64	5,026	20%
65 to 74	1,963	8%
75 to 84	1,577	6%
85 and over	685	3%

Race	% of Total Population
White alone	72%
Black or African American alone	4%
American Indian and Alaska Native alone	0%
Asian alone	21%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	1%
Two or more races	2%

Latino Status	% of Total Population
Not Hispanic or Latino	96%
Hispanic or Latino	4%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	13,423
1990 Census	11,799
1980 Census	10,917
Household Growth/Decline, 1980-1990	8.08%
Household Growth/Decline, 1990-2000	13.80%

Population by Household Type	% Persons
Family households	40%
Non-family households	45%
Group quarters	14%

Average Household Size	Persons per Household Type
All Households	1.64
Family Households	2.59
Nonfamily Households	1.24

Persons Per Household	Households	%
1-person households	7,572	56%
2-person households	4,144	31%
3-person households	990	7%
4-person households	489	4%
5-person households	143	1%
6-person households	70	1%
7-or more person households	15	0%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	16,816.9
1990 Census	16,668.5
2000 Census	19,693.8
Density Change 1980 to 1990	-148.5
Density Change 1990 to 2000	3,025.4

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	25%
Renter occupied	75%

Total Occupied & Vacant Housing Units in Structure	
Single units	2%
Double units	2%
3-9 units	30%
10-19 units	9%
20-49 units	10%
50 or more units	47%
All other	0%
Single/Multiple Unit Ratio	0.9

Household by Number of Vehicles Available	
No vehicles	55%
1 vehicle	38%
2 vehicles	7%
3 or more vehicles	1%

Median Household Income
$46,841

Civilian Unemployment Rate
8.9%

Poverty Rate
16.9%

downtown offices. In addition, thousands of tourists and business visitors swarm the downtown area.

The largest minority group in Central Boston is Asian at 21% in 2000 (versus 8% in Boston). Whites remain predominant at 72% of the total neighborhood population in 2000.

In 2000, 7% of Central Boston persons were youth 17 years of age and younger while for Boston, they were 20%. This neighborhood has a large elderly population (17% for Central Boston versus 10% for the city as a whole), including many of Italian ancestry.

Multi-family housing dominates the residential sections of Central Boston. High-rise residential towers now make up the former West End, as well as the Harbor Towers and Rowes Wharf complexes on the waterfront. The North End and the Waterfront districts now have many newly converted condominiums; and buildings typically have mixed uses with shops on the ground floor.

In terms of economic status, higher incomes are more likely seen, but poverty and unemployment are present as well. The median household income for Central Boston is $46,841 versus 39,629 for Boston; unemployment is 8.9% versus 7.2% for the city; and the poverty rate is 16.9% versus 19.5% for the city. Car availability for households is difficult: 55% of households lack a vehicle, versus 35 % for the households in the greater city.

The many three to five-story brick, 19th century residential buildings are characterized by shops and restaurants on the ground floor (30% of the district's housing units are in the three to nine unit structure category). Later and larger loft buildings frame the district on Beach Street, Hudson Street, Kneeland Street, and Harrison Avenue (57% of housing units are in the 20 or more unit structure category).

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
In comparison with the rest of the city, the Central Boston area is underserved in terms of open space available to local residents. With a total of 56 acres of parks, playgrounds, squares, and malls (only 47 acres are protected), this open space must cater to the outdoor needs of the local population (25,602 in Central Boston per the 2000 Census) as well as those of office workers, shoppers, and tourists. For Central Boston, there are 1.83 acres of protected open space per thousand residents, substantially below both the ratio for most other neighborhoods in Boston and the overall city ratio of 7.47 acres per thousand residents. While somewhat below the ratio of 2.5 acres per thousand population set out by the South End Open Space Study prepared by the Boston Urban Gardeners (1988), a more appropriate guideline for inner core urban neighborhoods like Central Boston, the addition of 12 acres of parkland from the Central Artery Project will increase the ratio to 2.29 acres per thousand persons.

The Parks Department has made capital improvements to several facilities in Central Boston, including a significant upgrading of Christopher Columbus Park in the North End-Waterfront interface. Given the potential to link the Quincy Marketplace area to the waterfront thanks to the Central Artery depression and the creation of the Rose Fitzgerald Kennedy Greenway parks, the Department determined a need to significantly refresh the design of this signature waterfront park, which had not seen such re-design since its construction in the 1970s.

Central Boston Capital Projects 2001-2006	
Christopher Columbus Park	$4,445,100
Copp's Hill Burying Ground	$562,940
DeFilippo Playground	$53,587
Puopolo Playground	$436,104
Total	$5,497,731

Assessment
The pedestrian environment in Central Boston benefits from its context – the area is at once the civic, historic, and economic core of the city. Accordingly, its open spaces provide a rich diversity of experiences. While existing squares, pedestrian malls, passive seating areas, and plazas are well distributed, they could be better linked in a coherent, intelligible manner – for example, the waterfront should be easily accessible from Post Office Square and

Langone Park
Puopolo Playground
Revere Plaza
Prince Street Park
Coopers Hill Terrace
Foster Street Play Area
Coopers Hill Burying Ground
Charter Street Park
Nashua Street Park
DeFilippo Playground
Portal Park
Paul Revere Mall
West End Park
Polcari Park
West End Recreation Complex
Thoreau Path
Charles River Reservation
Endicott Triangle
North Square
West End Recreation Complex
Cutillo Park
Rachel Revere Square
Richmond & North Streets Park
New Chardon Square
North Street Park
Ausonia Plaza
Cardinal Cushing Park
Union Park
Christopher Columbus Park
Armenian Heritage Park
Curley Memorial Plaza
City Hall Plaza
Faneuil Square
Quincy Market Square
Long Wharf
Marketplace Plaza I
Marketplace Plaza II
Pemberton Square
Aquarium Plaza
Jenney Plaza
Aquarium Harborwalk
Pemberton Square Access
King's Chapel Burying Ground
Broad Street Park
Grain Exchange Plaza
Old City Hall Grounds
Liberty Square
School Street Park
Angell Memorial Square
Post Office Square Park
New Center for Arts and Culture
RFK Greenway III
Winthrop Square
RFK Greenway II
RFK Greenway I
Tufts Wharf Harborwalk
Summer Street Park
Russia Walk Harborwalk
Dewey Square Plaza
Federal Reserve Bank Harborwalk
Chinatown Park
Leather District Park
Oxford Place Playground
Lincoln Square
China Gate Park
Statler Park
Atlantic Avenue Plantings
Bay Village Neighborhood Park
Pagoda Park
Bay Village Garden
Eliot Norton Park I
I-90 Interchange
Eliot Norton Park II
Tai Tung Tot Lot
Oak Terrace Playlot
Pine Street Park
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
Central
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007
0
0.1
0.2
0.3
Miles

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
175 Federal																												
Angell Memorial Square																			1		1				1			
Aquarium Harborwalk																												
Aquarium Plaza																												
Armenian Heritage Park																												
Atlantic Avenue Plantings																												
Ausonia Plaza																			1									
Bay Village Garden																												
Bay Village Neighborhood Park																			1									
Broad Street Park																												
Cardinal Cushing Park																			1		1							
Charles River Reservation	1	1						1			4																	Pool; T-Ball
Charter Street Park																			1									
China Gate Park																												
Chinatown Park																												
Christopher Columbus Park																1		1	3		2				1			Trellis; Rose Garden
City Hall Plaza																			3									Stage
Copp's Hill Burying Ground																												
Copp's Hill Terrace																			1									
Curley Memorial Plaza																			1		1							
Cutillo Park									1	1						1			1									
DeFilippo Playground																												
Dewey Square Plaza																												
Eliot Norton Park I																1			1									
Eliot Norton Park II																												
Endicott Triangle																												
Faneuil Square																			1		1							
Federal Reserve Bank Harborwalk																												
Foster Street Play Area																												
Grain Exchange Plaza																												
I-90 Interchange																												
Jenney Plaza																									1			
King's Chapel Burying Ground																												
Langone Park			1													1			1									Bocce Court
Leather District Park																												
Liberty Square																												
Lincoln Square																												
Lincoln Street Park																												
Long Wharf																			1									Shelter
Marketplace Plaza I																					1							
Marketplace Plaza II																												
New Center for Arts and Culture																												
New Chardon Square																												
New Charles River Reservation																												
North End Park																												

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
North Point Park																												
North Square																			1									
North Street Park																												
Oak Terrace Playlot																	1											
Old City Hall Grounds																												
Oxford Place Playground																												
Pagoda Park									2				3						1									
Paul Revere Mall																			1		1				1			
Pemberton Square																					1							
Pemberton Square																												
Pemberton Square Access																												
Pine Street Park										3	2																	
Polcari Park									1										1									
Portal Park																												
Post Office Square Park																			1		1			X	1			
Prince Street Park											2																	Indoor Ice Rink
Puopolo Playground	1	1							1										1									
Quincy Market Square																			1									
Rachel Revere Square																												
Revere Plaza																												
RFK Greenway I																												
RFK Greenway II																												
RFK Greenway III																												
RFK Greenway IV																												
Richmond & North Streets Park																												
Russia Walk Harborwalk																												
School Street Park																			1		1							
Statler Park																			1						1			
Summer Street Park																												
Tai Tung Tot Lot																	1		1									
Tufts Wharf Harborwalk																												
Union Park																			1		1							
West End Park																												
West End Recreation Complex																												
West End Walk																												
Wharf District Park																												
Winthrop Square																												

City Hall Plaza, and the Charles River Reservation ("the Esplanade") should be easily accessible from the Thoreau Path of the Charles River Park luxury housing complex – a recent conceptual master plan commissioned by the BRA proposes to improve Thoreau Path and its connections to important nodes outside the Charles River Park/West End sub-neighborhood. Comprehensive programs to ensure the perpetual maintenance of all existing and proposed public spaces have not yet been instituted. There continues to be a lack of indoor public gardens for year-round use and for the use of day care centers.

The Harborwalk has been an important feature in expanding the public realm for this area. A key advance will be the development in the coming years of the Harborwalk section at Lovejoy Wharf, which will connect the North End Harborwalk to both the West End and the Rose Fitzgerald Kennedy Greenway.

On the other hand, the residential population located along the waterfront and in the North End urgently requires new playgrounds to accommodate current demands. Also limited are the neighborhood's indoor recreation areas, critical spaces in these dense areas, especially during the winter months.

The depression of the Central Artery has increased access to the waterfront, both from the financial district and Government Center, eliminating the problem of isolation and greatly improving the open space network here. On the restored surface above the depressed artery, the resulting 30 acres of open space will contribute parks, plazas, and public pedestrian ways to Central Boston, almost 12 acres of which will be parkland. Together the entire 30 acres will be known as the Rose Fitzgerald Kennedy (RFK) Greenway in tribute to the matriarch of the Kennedy family who grew up in the North End. A conservancy has been set up to manage and maintain this new open space system.

Squeezed within the downtown area, Chinatown is a community with extremely challenging land use demands, very little green space, and few public recreational facilities. There are compelling needs for additional passive and active recreational areas for extended family groups including young children, adolescents, and the elderly.

In addition to Gateway Park, Chinatown possesses several other open spaces. Oak Street has a small community garden. On Tai Tung Street, a small passive area was transferred from the BRA to the Parks Department. Oxford Street has a pocket park. Both Tai

Tung Village and Mass Pike Towers have courtyards. Acorn Day Care Center has a tot lot. Statler Park, Lincoln Square, and Elliot Norton Park account for an additional 1.3 acres, but they are shared with the greater downtown community. There are the 75 acres of Boston Common and the Public Garden; however, they serve virtually all of Boston's residents and many of its visitors.

Pagoda Park, just south of Kneeland Street, adds another 1.47 acres with three courts and a modest amount of green space. Due to Pagoda Park's location next to a highway ramp and across a major thoroughfare from Chinatown proper, teens are the primary user group. Owned by the Massachusetts Turnpike Authority, the park's accessibility may be further limited by pending transportation projects. Yet the potential exists for new recreation and open space facilities and better connections arising from these same transportation projects. The Turnpike Authority's interest in building on the air rights over the highway interchange just south of Chinatown will result in new open spaces if the planning recommendations of the BRA South Bay Planning Study are followed.

A hopeful sign is the BRA's A Civic Vision for Turnpike Air Rights in Boston. Released in 2000, this plan calls for a multi-purpose neighborhood park in the Chinatown area. Such a park would be developed in one section of the decking proposed over the Turnpike Extension in this area.

LOCATION , LOCATION, LOCATION!

One benefit of living in Central Boston is the proximity to the ferries that access the Harbor Islands, a regional open space resource for swimming, nature study, historical interpretation, fishing, boating, and kayaking. As the National Park Service and the various partners proceed with their plans, further use and development will likely generate a public regard for these spaces as deep as is held for the Emerald Necklace and the Charles River Reservation. For Central Boston, the Harbor Islands will likely become a richly rewarding "backyard." (Please see the Harbor Open Space chapter in the part titled Resource Protection Mission for further discussion of the Harbor Islands.)

THE NEXT FIVE YEARS

While characterized by mature and well-distributed public spaces, Boston's historic inner core has only 56 acres of open space, a quarter of which are hardscaped plazas, malls, and squares. Future generations of North End, Bay Village, and Chinatown residents, tourists, and downtown office workers stand to benefit from a radically transformed public realm once both the new Central Artery surface restoration and the Massachusetts Turnpike Air Rights are realized. A diversity of open space types should be created in these corridors with discrete connections to the neighborhoods and the waterfront (in the spirit of the "walk-to-the-sea" concept) and in tandem with supportive land uses.

Opportunities

Chinatown

- Support the open space objectives of the BRA's 1990 Chinatown Community Plan.
- Create additional open space along Hudson Street and near the I-90/I-93 interchange through the Central Artery completion process.
- Use air rights over the Massachusetts Turnpike to create a large, green park with active recreation uses serving the Josiah Quincy School and several nearby housing complexes.
- Create active and passive community open space along streets, on rooftops, and in plazas and courtyards in partnership with institutional, housing, and commercial developers in and near Chinatown.
- Promote the planting and care of outdoor urban plant materials, including those of Asian origin. Introduce programs to Adopt-a-Tree and Adopt-a-Window Box. Compile a guidebook and conduct workshops as part of implementation.
- Work with the BHA and the housing complexes to raise the standard of routine maintenance around properties.
- Support the reconstruction of the Liberty Tree Park under the City Capital Improvement Program.
- Encourage all planning initiatives and development projects in and around Chinatown, such as the Midtown Cultural District, to provide additional open space for the community.

North End

- Seek from all proposed developments on Sargent's and Lewis Wharves a commitment to protect the water in the vicinity of their projects from pollution, and to provide public access as determined by abutters and the local community.
- Complete Harborwalk along the North End piers and examine the possibility of docking small craft for community use along Puopolo or Langone Parks. Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.
- Investigate the feasibility of using excess land around the tunnel entrances and vent towers held by the Massachusetts Turnpike Authority for public open space uses.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, such as Cutillo and DeFillippo.

West End

- Support continued maintenance of the Central Artery surface restoration parks, such as Portal Park and West End Park.
- Support the extension of Harborwalk in connection with the Lovejoy Wharf re-development project.
- Support the continued planning and design for the improvement of the Thoreau Path and its connection to the Charles River Reservation and other important neighborhood nodes.
- Encourage all planning initiatives and development projects in and around the West End, such as at Massachusetts General Hospital, to provide additional open space for the community.

Downtown

- Develop underutilized pockets of land in Dewey Square for passive open spaces in the financial district similar to the School Street Park and Angell Memorial/Post Office Square Parks.
- Preserve currently unrealized open land in the Midtown District for the creation of public spaces that complement cultural activities and ensure lively use day and night.
- Develop open space maintenance mechanisms based on the Post Office Square Park model, where appropriate, for the perpetual stewardship of downtown parks. Continue to encourage corporate support for downtown open spaces.

Community Priorities

Chinatown

- In conjunction with local businesses explore the possibility of either closing off streets (as is done for the August Moon Festival) or using Chinatown Park on the RFK Greenway for recreational use.
- Maintain existing active sports facilities. Maintain the accessibility and usability of Pagoda Park, which contains the very popular – and only – multi-use ball courts in Chinatown. Increase community access and playing space through capital improvements such as redesign, reorganization, and expansion.
- Form partnerships to assist with design, management, and maintenance of open space in and for Chinatown. Candidates include Beach Street, Gateway Park, and Oak Street Plaza.
- Implement a Beach Street Beautification Project and apply for grants from sources such as the Browne Fund and the Henderson Foundation for capital improvements such as planters and plantings.
- Redesign Gateway Park to better meet community needs with improved security lighting.
- Redesign the open space across from Tai Tung Village (Tai Tung Street Seating Area on the corner of Tyler Street) to make it more usable. Consider playground facilities for pre-school and school children and seating for adults and elders. Repair paving.

North End

- Use targeted capital improvement funds for DeFilippo Playground with the new design to be determined through a community process.
- Improve security for North End parks through lighting, programmed year-long uses, and signage.
- Support the Massachusetts Turnpike Authority plans to improve parcels at Richmond and North Streets adjacent to the harbor tunnel portals.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Harbor from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.

West End

- Work with the community, State Police, and BPD to control disorderly conduct, loitering, and vandalism caused by skateboarders and others in public open spaces in this area.
- Support the revitalization of the Esplanade's Lee Pool and its associated buildings.

Downtown

- Increase the adoption of sliver open spaces, such as medians, through maintenance and management agreements with tenants in adjacent buildings.
- Implement a tree planting program in downtown area with corporate funding and support.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.4 Community Open Space & Recreation
CHARLESTOWN

Section 7.2.4: Community Open Space & Recreation CHARLESTOWN

THE SETTING

History
Originally settled in 1629, Charlestown did not become a part of Boston until 1874. It was already a thriving harborside community by the time of the American Revolution. A naval shipyard was established there in 1800, generating a mixture of industry and port-related activities as well as large sections of tenement housing for workers. As waves of working class Europeans arrived to work in the shipyard, many of the wealthy old Charlestown families began to move out.

With World War II placing a heavy demand on the shipyard, many of the neighborhood's homes were converted into rooming houses to accommodate both workers and ship crews. The resulting concentration of immigrants, sailors, and laborers gave Charlestown a reputation that did not encourage investments in building single-family homes, businesses, or support services.

During the immediate post-war period, the area began a decline that did not begin to reverse until the urban renewal efforts of the 1970s. This urban renewal process, now completed, was part of a larger revival and rebuilding initiative that has helped restore the community, perpetuating further growth and improvement. A key part of this new growth has been the redevelopment of the Charlestown Navy Yard for office, research, and residential uses. Another promising development has been the depression of the Central Artery in the City Square-Charlestown Navy Yard Area, a project known by its acronym CANA - Central Artery North Area. With adjacent urban renewal parcels poised for mixed-use development, the opening of the new Paul Revere Park (DCR), and the reconstruction of City Square by the state, this gateway to the neighborhood has been transformed.

Other transformations from the Central Artery Project include the New Charles River Basin parks, and most spectacularly the Leonard Zakim-Bunker Hill Memorial Bridge. With significant developments in the neighborhood's demographics, Charlestown is a community that continues to grow stronger economically,

physically, and socially while relying on its long-established traditions and values for stability.

Demographics/Housing
Once home to a predominantly blue-collar, Irish-American population, Charlestown has grown more economically and socially diverse. Housing and infrastructure improvements have attracted young professionals into the area and the conversion of the Navy Yard has accelerated this process. In fact, between 1980 and 1990, the population of Charlestown increased 10% from 13,364 to 14,718 persons, and then again by 2000 grew by 3% to 15,195 persons (versus 2.6% for Boston).

In terms of the age profiles for 2000, Charlestown is generally comparable to the city as a whole. For example, in 2000, 18% of the neighborhood population is under 18 years of age, compared to 20% for the city as a whole.

Racial and ethnic diversity has affected this community as well as the rest of the city. The Hispanic percentage increased from 2% in 1990 to 11% in 2000. Asian/Pacific Islanders went from 2% in 1990 to 5% in 2000; blacks went from 1% in 1990 to 6% in 2000. The percentage of white persons dropped from 95% in 1990 to 82% in 2000.

Public housing developments constitute a large portion of the total number of dwelling units in the neighborhood. Together, the Charles, Newtowne, Mishawum Parks, and Bunker Hill developments have a total of more than 1,500 units, nearly 20% of the community's total.

It is not clear yet whether Charlestown will continue to retain a stable population of long-term residents. An increasing number of units are being converted into rentals to be occupied by couples without children. According to the 2000 census, the median income for Charlestown was $56,110, considerably higher than the city median figure of $39,629. Also reflective of changes in Charlestown, the percent of Charlestown households with no vehicles available, 27%, is considerably lower than for the city as a whole, 35%.

Demographic and Housing Profile

Population	
2000 Census	15,195
1990 Census	14,718
1980 Census	13,364
Population growth/decline, 1990 - 2000	3.24%
Population growth/decline, 1980 - 1990	10.13%

Age		
0 to 4	859	6%
5 to 9	760	5%
10 to 14	819	5%
15 to17	345	2%
18 to 24	1,018	7%
25 to 44	6,735	44%
45 to 64	2,999	20%
65 to 74	1,031	7%
75 to 84	404	3%
85 and over	225	1%

Race	% of Total Population
White alone	82%
Black or African American alone	6%
American Indian and Alaska Native alone	0%
Asian alone	5%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	4%
Two or more races	2%

Latino Status	% of Total Population
Not Hispanic or Latino	89%
Hispanic or Latino	11%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	7,341
1990 Census	6,704
1980 Census	5,152
Household Growth/Decline, 1980-1990	30.12%
Household Growth/Decline, 1990-2000	9.50%

Population by Household Type	% Persons
Family households	65%
Non-family households	34%
Group quarters	1%

Average Household Size	Persons per Household Type
All Households	2.05
Family Households	2.98
Nonfamily Households	1.29

Persons Per Household	Households	%
1-person households	3,141	43%
2-person households	2,265	31%
3-person households	944	13%
4-person households	579	8%
5-person households	251	3%
6-person households	108	1%
7-or more person households	53	1%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	9,754.7
1990 Census	10,743.1
2000 Census	11,091.2
Density Change 1980 to 1990	988.3
Density Change 1990 to 2000	348.2

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	41%
Renter occupied	59%

Total Occupied & Vacant Housing Units in Structure	
Single units	17%
Double units	13%
3-9 units	43%
10-19 units	7%
20-49 units	6%
50 or more units	14%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available	
No vehicles	27%
1 vehicle	52%
2 vehicles	20%
3 or more vehicles	2%

Median Household Income
$56,110

Civilian Unemployment Rate
4.1%

Poverty Rate
17.5%

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
Charlestown has a total of 112 acres in its open space inventory of parks, playgrounds, squares, and malls. Protected open space, such as under Parks Department and other public jurisdictions, stands at 71 acres. That translates into a ratio of 4.67 acres of protected open space per 1,000 persons, below the city's ratio of 7.47 acres. However, it compares favorably with the ratio of 2.5 acres per thousand population suggested by the Boston Urban Gardeners in the South End Open Space Study (1988) as a more appropriate guideline for inner core urban neighborhoods like Charlestown.

The Parks Department invested over $1 million in improving targeted facilities through the capital plan (see table). These include work at Ryan and Edwards Playgrounds, as well as improvements to Winthrop Square.

Charlestown Captial Projects 2001-2006	
Courageous Sailing Center	$470,230
Edwards Playground	$138,758
Ryan Playground	$566,565
Winthrop Square	$14,330
Total	$1,189,883

Assessment
Charlestown can be divided into four distinct geographic areas:

Town Hill/Breed's Hill
This southern section of Charlestown is primarily residential with some institutional buildings and churches. Many of its rowhouses have been converted into condominiums and two-family houses in recent years to accommodate an influx of new residents. Historical open spaces such as the John Harvard Mall and City Square Park are in the Town Hill area. The John Harvard Mall, a set of terraces covering nearly an acre, has passive areas, historical features, and a playlot. Serving as a gateway for the entire neighborhood, City Square has been restored and re-designed, with the Massachusetts Department of Conservation and Recreation as the steward of this signature open space. The Central Artery North Area (CANA) project has replaced previously existing highway ramps with development parcels.

Everett
Somerville
Chelsea
Cambridge
Ryan Playground
Caldwell Street Play Area
Sullivan Square
Gardens for Charlestown
Doherty Playground
St Francis De Sales Cemetery
Charlestown Sprouts Garden
Little Mystic Access Area
Charlestown Overlook
Cook Street Play Area
Charlestown H S Athletic Fields
Edwards Playground
Bunker Hill Burying Ground
Barry Playground
O'Reilly Way Court
Corey Street Court
Hayes Square
Phipp's Street Burying Ground
Bunker Hill Monument
Hunter Playground
13th Street Circle Garden
Bunker Hill CC Athletic Fields
Austin & Main Plaza
Thompson Square
Patrick J Kelly Park
9th Street Circle Garden
Mt. Vernon Street Plaza
Rutherford Union Playground
Winthrop Square
Navy Yard Grounds
Charlestown Naval Shipyard Park
8th Street Circle Garden
CANA Porta
John Harvard Mall
Charlestown Parcel 6
City Square
Paul Revere Park
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
Charlestown
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007
0 0.1 0.2 0.3 0.4 0.5 Miles

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
13th Street Circle Garden																								X				
8th Street Circle Garden																								X				
9th Street Circle Garden																								X				
Austin & Main Plaza																												
Barry Playground			2																									
Bunker Hill Burying Ground																												
Bunker Hill CC Athletic Fields	2								1	1		4																
Bunker Hill Monument																			1		1				1			
Caldwell Street Play Area																	1		1									
CANA Portal																												
Charlestown H.S. Athletic Fields		1		1								3			2													Skateboard Facility; Squash; Track
Charlestown Naval Shipyard Park																	1				1							
Charlestown Naval Shipyard Park																												
Charlestown Overlook																												
Charlestown Parcel 6																												
Charlestown Sprouts Garden																				1								
City Square																					1				1			
Cook Street Play Area																	1											
Corey Street Court										1																		
Doherty Playground										2						1	1	1	1									Shelter
Edwards Playground										1			1				1		1									
Galvin Green																												
Galvin Green																												
Gardens for Charlestown																				1								
Hayes Square																			1		1							
Hunter Playground																												
John Harvard Mall																	1		1									
Little Mystic Access Area																											1	Boat Ramp
Mt. Vernon Street Plaza																												
Navy Yard Grounds												1																
O'Reilly Way Court																												
Patrick J. Kelly Park																												
Paul Revere Park																			1					X				
Phipp's Street Burying Ground																												
Rutherford Union Playground												1					1		1									
Ryan Playground	1	2	1						1				1				1		1								1	
St. Francis De Sales Cemetery																												
Sullivan Square																												
Thompson Square																			1						1			
Winthrop Square																			1		1							

The Monument Square National Register District surrounds the Bunker Hill Monument. The Training Field (aka Winthrop Square) serves as the centerpiece of a cohesive residential community known as Breed's Hill. Its large shade trees and low fence enable good visibility and five gateway entrances provide good physical access.

Rich in passive open space, the Town Hill/Breed's Hill area has easy access to active recreation space to accommodate the expanding population: at Bunker Hill Community College (tennis courts and playing fields), the Navy Yard (tennis courts), Paul Revere Park (play lot and playing field), Rutherford Union (play lot and tennis court), and Harvard Mall (playlot). There have been improvements to, and promise to be more, connections to the riverfront from the Town Hill/Breed's Hill area, thanks to the recent opening of Paul Revere Park and the development of CA/T mitigation parks in the New Charles River Reservation. Connections to the harborfront will also improve thanks to Chapter 91/Harborwalk requirements for developments at Tudor Wharf.

Bunker Hill/Little Mystic

This area contains most of Charlestown's one- and two-family houses occupied by the town's older families. It features a variety of playgrounds and waterfront access areas, including Ryan, Doherty, and Barry Playgrounds. Ryan provides access to the Mystic River, while Barry provides access along the Little Mystic River. The latter water body also has public housing developments and abandoned sites at its edges, including a public access boat ramp. In addition, nearby Charlestown High School has a full complex of ball fields and tennis and basketball courts, now maintained by the Parks Department.

The potential of the Mystic River shoreline remains unrealized except at Ryan Playground where a boardwalk has been completed, connecting to a boardwalk at the renovated Schrafft's Building. There is a pressing need for a thorough environmental protection strategy for the Mystic River, one that will enhance the ecosystems in the marsh, grass mud flats, and shallow waters of the river channel. With the City about to engage in a regional improvement effort for the Mystic River with five other municipalities and the Metropolitan Area Planning Council, it is anticipated that such an environmental protection strategy will be a key product of this effort.

A demand exists for passive areas to serve the large number of elder residents in the area. The small Olmsted-designed space at

the north edge of Doherty has been improved, but the new formal passive area on the Bunker Hill Street side of Doherty needs improvement.

Charlestown Navy Yard

This area has in the last decade and a half developed as a distinct neighborhood with new affordable, elderly, and market-rate housing. Many of the historic buildings have been rehabbed as office space and as research facilities to provide employment and a substantial daytime population. While Shipyard Park has expanded into a family-oriented facility, the wharves now have increased public access. The Parks Department has infused capital dollars into the Courageous Sailing Center to rehabilitate the pier and other physical features, as well as lead a fund-raising campaign to help pay for the program's operating costs. A signature recreation feature for Charlestown, this program helps adults, youths, and children access the watersheet of Boston Harbor.

The primary need here is to further improve access to the existing and proposed facilities at the Yard for other Charlestown residents. Opportunities exist to increase access into the Navy Yard from the surrounding community by paved pathways and signage on the north side of Chelsea Street linking the neighborhood to the existing gate 4, 5, and 6 crossing locations.

Rutherford Avenue and the Neck

This area is on the western side of Charlestown bordering Somerville and is dominated by transportation arteries. While there is a small residential enclave north of Cambridge Street, most land uses are commercial or industrial. Bunker Hill Community College is located in this area across from the Phipps Street Burying Ground.

This section of Charlestown has few open spaces, primarily the playlots at Rutherford/Union and Caldwell Street.

The Millers River has been polluted by encroaching industrial uses and has lost its vitality as a natural resource. As part of the New Charles River Reservation Project (a CA/T mitigation measure), the Millers River and the Charles have been made more attractive, benefiting this part of Charlestown. Additional planning is required to make pedestrian and bicycle connections from the North End across wide, busy New Rutherford Avenue to the New Charles River Reservation/Charles River Dam and the new Paul Revere Park (DCR).

The Boston Transportation Department completed a study of the Rutherford Avenue Corridor, a major artery in this area. The study calls for ways of increasing capacity and making it multi-modal (pedestrians, bicycles, transit, as well as cars) while buffering the neighborhood via increased open space. The implementation of this plan may yield a new face for this part of Charlestown, enhancing this regional transportation facility while it generates open space assets for this neighborhood.

THE NEXT FIVE YEARS

Broad themes for open space planning in Charlestown include the consolidation and improvement of access to the existing open space system through opportunities set up by transportation and development projects, and the rehabilitation of existing open spaces to respond to changing community needs.

Opportunities

Neighborhood-wide

- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, at such parks as Barry, John Harvard Mall, Rutherford/Union, Winthrop Square, Cook Street, and Ryan.
- Develop public/private partnerships with area businesses for park improvement projects.
- Encourage the development of the East Coast Greenway connection to Boston through Charlestown.
- Support the regional Mystic River Corridor Strategy effort as a way to create more open space and recreational opportunities along the Mystic shoreline, and to protect and restore the river's environmental assets. Coordinate with other groups with similar aims.
- Work with BTD, DCR, and MHD on improving access from the neighborhood to parklands on the water's edge in light of busy thoroughfares landward of these parklands.

Bunker Hill/Little Mystic

- Realize the Little Mystic's potential as an accessible resource for recreation, relaxation, and education through the revitalization of underutilized sites such as the public access boat ramp.
- Utilize the model of the boardwalk at Ryan and other sites to improve public access to the water.
- Preserve existing views of Charlestown's waterfront from within the neighborhood. Make project proponents aware of the need to maintain public visual access to the waterfront through the development review process.
- Support the zoning and design guidelines incorporated in the City of Boston's Municipal Harbor Plan, especially the requirement for 50% open space designation for all projects along the waterfront.

Charlestown Navy Yard

- Improve local residential access into the Charlestown Navy Yard by planning for designated paths from the Chelsea Street edge of the Yard at gates 4, 5, and 6.

Rutherford Avenue and the Neck

- Work with the Boston Transportation Department (BTD) and with MHD during the implementation of the Rutherford Avenue Corridor study to assure viable open spaces are developed along with the transportation benefits of this proposed multi-modal facility.
- Urge a coordinated effort by BTD, DCR, and MHD to create pedestrian and bicycle connections between the New Charles River Reservation, Paul Revere Park, and the DCR parklands of the North End and the Back Bay/Beacon Hill neighborhoods.

Community Priorities

- Further expand the Courageous Sailing Center at Pier 4 with more programs for Boston youth, new memberships, and expanded facilities.
- Install security lighting with an historic look at Phipps Street and Bunker Hill cemeteries.
- Provide further support for the Park Partners program.
- Plant additional trees and shrubs in parks throughout the neighborhood.
- Explore means of providing neighborhood bikeways that connect to regional bikeways in adjacent municipalities, either through Harborwalk or on-street bike lanes.
- Support the Friends of City Square Park in the effort to sustain the Galvin Green trees saved from the CANA parcels.
- Use city capital improvement funds to renovate John Harvard Mall. Prune trees there on a more regular basis.
- Investigate the need for handball during the public participation process for any future renovation of Ryan Playground.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Harbor and the Mystic from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.

- Work with the Boston Police to end the nighttime teen drinking problem at Doherty Playground.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.5 Community Open Space & Recreation
DORCHESTER

Section 7.2.5: Community Open Space & Recreation DORCHESTER

THE SETTING

Dorchester is the single largest neighborhood in Boston. Its northernmost boundary includes the relatively new and still expanding South Bay Shopping Center. From there the community extends south, its eastern edge running along Dorchester Bay to the mouth of the Neponset River. Dorchester's southernmost extent is to the city limits along the Neponset River, while to the west it borders Mattapan and Roxbury. Across this vast community are many residential neighborhoods and the commercial districts serving them. Some of the most significant include Uphams Corner, Fields Corner, Savin Hill, Jones Hill, Popes Hill, Bowdoin/Geneva, Harbor Point, Codman Square, Cedar Grove, Lower Mills, Adams Village, and Gallivan and Morrissey Boulevards. Dorchester is served by the MBTA's Red Line and many interconnected bus lines, while the Southeast Expressway skirts along its eastern edge.

In the past, some planning processes have divided this community into North and South Dorchester, an artificial designation largely unrecognized and unused by residents. Therefore, it will not be used here.

History
The Town of Dorchester was settled and incorporated in 1630, encompassing present-day Dorchester, South Boston, Mattapan, and Hyde Park. In 1633, Puritans landed at Columbia Point, an area that was later defended from a fort atop Savin Hill. In that first year a burying ground was dedicated in Uphams Corner. Dorchester is also home to one of the city's oldest extant wood frame houses, the Blake House, constructed in 1648.

Although for nearly 200 years Dorchester developed primarily as a farming community, its harborfront and riverfront hosted commerce, particularly at Lower Mills and around Commercial Point.
In the early 1800s, Dorchester estates and summer houses were built as second homes for wealthy Bostonians, especially on the area's numerous hilltops. South Boston was annexed to the city in 1804. In 1868, Hyde Park was incorporated as a separate town.

In 1870, when Dorchester itself was annexed to Boston, it was still a rural community of 12,000 residents. But in that same year came railroad access and ever-increasing residential and commercial development that began to transform what had been essentially an agricultural area. Upper-class Yankees and Irish built one and two-family Victorian homes on Savin Hill and Jones Hill. At the junction of five streetcar lines, Uphams Corner became Dorchester's marketplace.

By 1920, with new streetcar and municipal water lines supporting growth, Dorchester's population climbed to 150,000. Between 1950 and 1980, however, the neighborhood's population dropped by 23,000 people as many families joined the suburban exodus and the process of disinvestment in the neighborhood had begun. This movement was facilitated by the 1959 opening of the Southeast Expressway and the closing of the Old Colony Railroad commuter line.

Replacing those who left Dorchester were at first black families, then followed more recently by Cape Verdean, Latino, Vietnamese, and other immigrant families, as well as those who generally understood the high value yet low prices for many of Dorchester's older residences.

Demographics/Housing
During the triple-decker era of the late 19th and early 20th centuries, Dorchester attracted working-class families, mainly of Irish and other European descent. Predominantly Catholic, the area became delineated by parishes. Since the post-World War II suburban migration of the mid-20th century, the population has stabilized and begun to rise, from 82,912 in 1980 to 85,698 in 1990, a 3.4% increase. The population increase has accelerated further, with a 8.4% increase between 1990 and 2000 to a total of 92,862.

In 1990, 26% of Dorchester's residents were under the age of 18 versus 19% for the city. In 2000, 27% of Dorchester's residents were under the age of 18 versus 20% for the city. Thus, Dorchester will likely remain one of Boston's primary child-raising neighborhoods with the attendant needs for youth-oriented services and infrastructure that go with such an age group. Household median income and poverty figures are comparable between the city overall and Dorchester. The percentage of Dorchester's households that do not own a vehicle is 27%, while for the city it is 35%.

Demographic and Housing Profile

Population	
2000 Census	92,862
1990 Census	85,698
1980 Census	82,912
Population growth/decline, 1990 - 2000	8.36%
Population growth/decline, 1980 - 1990	3.36%

Age		
0 to 4	6,184	7%
5 to 9	7,421	8%
10 to 14	7,498	8%
15 to17	4,442	5%
18 to 24	10,288	11%
25 to 44	31,585	34%
45 to 64	17,193	19%
65 to 74	4,553	5%
75 to 84	2,869	3%
85 and over	829	1%

Race	% of Total Population
White alone	34%
Black or African American alone	37%
American Indian and Alaska Native alone	0%
Asian alone	11%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	10%
Two or more races	7%

Latino Status	% of Total Population
Not Hispanic or Latino	89%
Hispanic or Latino	11%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	31,541
1990 Census	29,593
1980 Census	28,341
Household Growth/Decline, 1980-1990	3.36%
Household Growth/Decline, 1990-2000	9.50%

Population by Household Type	% Persons
Family households	80%
Non-family households	16%
Group quarters	3%

Average Household Size	Persons per Household Type
All Households	2.85
Family Households	3.66
Nonfamily Households	1.37

Persons Per Household	Households	%
1-person households	8,158	26%
2-person households	7,939	25%
3-person households	5,578	18%
4-person households	4,497	14%
5-person households	2,826	9%
6-person households	1,392	4%
7-or more person households	1,151	4%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	13,749.9
1990 Census	14,211.9
2000 Census	15,400.0
Density Change 1980 to 1990	462.0
Density Change 1990 to 2000	1,188.1

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	36%
Renter occupied	64%

Total Occupied & Vacant Housing Units in Structure	
Single units	18%
Double units	21%
3-9 units	48%
10-19 units	3%
20-49 units	5%
50 or more units	6%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available	
No vehicles	27%
1 vehicle	52%
2 vehicles	20%
3 or more vehicles	2%

Median Household Income
$38,590

Civilian Unemployment Rate
8.4%

Poverty Rate
18.4%

Dorchester has a higher share of owner-occupied units (36%) compared to the city as a whole (32%). Unlike other Boston neighborhoods, such as Allston-Brighton and the Fenway where high college student populations lower the number of family households, families form 80% of Dorchester's households. This compares with 65% across the city.

In 1990, the racially diverse population of Dorchester included 49% whites, 32% blacks, 11% Hispanics, 4% Asians and Pacific Islanders, and 3% other. In 2000, the racial make-up changed further: 34% are white, 37% are black, 11% Hispanic, 11% Asian and Pacific Islander, and 17% in other racial/ethnic categories.

In Dorchester, 1 - 4 unit frame housing predominates: 86% of Dorchester housing units are in the 1 - 9 unit range versus 68% for the city. Besides the triple-decker form, there are ornate Victorians, large apartment buildings, and ranch houses. Density increased by 462 persons per square mile in Dorchester for the ten-year period between 1980 and 1990 versus an increase of 1188 persons per square mile in the 1990-2000 period.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment

The 351 acres of protected open space in Dorchester, largely under the jurisdiction of the City of Boston and the Department of Environmental Conservation (DCR), give the area's residents a ratio of 3.78 acres of protected open space per 1,000 persons compared to a citywide ratio of 7.47 protected acres per 1,000 persons. This lack of quantity is, however, somewhat balanced by the wide range of open space types, including passive and historic landscaped parks, harbor promenades, playgrounds, beaches, community gardens, and, increasingly, the Neponset River area.

The open space system is coming closer to realizing its full potential in some important areas. These include areas along the Neponset River, the harbor shoreline, and the Old Colony railroad right-of-way adjacent to them, where important restoration and expansion of open space is underway largely through the DCR. When the City, state, and community fully implement the long-range comprehensive plans for these key resources, the amount of open space in Dorchester will substantially increase. Significant increases in Dorchester's usable open space acreage have occurred (see below, "On the Shores of the Neponset") with the

opening of Pope John Paul II Park (2001) and the Neponset River Rail Trail/Greenway (2002).

Under the City of Boston capital improvement program, 11 neighborhood parks and playgrounds, and one historic cemetery, received improvements totaling over $4 million (see table). These included renovations at Doherty-Gibson Playground (aka Town Field), Dorchester Park, Ryan Play Area, and Roberts Playground. The reconstruction at Mothers' Rest at Four Corners (formerly known as Corbett Park) included the additional of several vacant lots, enabling the expansion of the park to accommodate new features.

Dorchester Capital Projects 2001-2006	
Mothers' Rest at Four Corners	$610,854
Doherty-Gibson Playground	$187,478
Dorchester North Burying Ground	$295,189
Dorchester Park	$384,395
Downer Avenue Playground	$187,478
Garvey Playground	$276,435
Hemenway Playground	$807,552
Martin / Hilltop Playground	$44,434
Miranda Memorial Park	$188,848
Roberts Playground	$216,011
Ryan Play Area	$677,633
Walsh Playground	$216,011
Total	$4,092,316

Assessment

"ON THE WATERFRONT"

The Southeast Expressway cuts through the eastern edge of Dorchester, creating a physical barrier between most of its residential areas to the west and the waterfront to its east, with the exception of the Savin Hill, Columbia Point, and Port Norfolk neighborhoods. Columbia Point, Port Norfolk, and Savin Hill, while blessed with a diverse open space inventory, have limited access to the rest of Dorchester due to the Expressway, much like the North End was physically isolated from downtown Boston due to the then elevated Central Artery. Columbia Point, separating the South Boston shoreline from Dorchester, and originally a "calf pasture" used for grazing, has developed institutional uses such as the University of Massachusetts Boston campus and the John F. Kennedy Library. While splendid facilities in themselves, Columbia Point's many institutions have poorly integrated open space systems that need better linkages. Additional tree planting on existing avenues and roads would help improve the scenic qualities of this area.

City of Boston
Dorchester (North)
Open Space by Type

Thomas M. Menino, Mayor

Prepared by the Design & Construction Unit
Boston Parks & Recreation Department

Antonia M. Pollak, Commissioner
August 2007

Barry Street Garden
Quincy/Coleman Garden
Norton Street Playground
Norton/Stonehurst Garden
Ronan Park
Seneva Cliffs
Mt. Bowdoin Green
Bullard Street Garden
Audrey Jacobs Memorial CG
10 Josephine Street Garden
29 Josephine Street Garden
Byrne Playground
Boston Gas Company Easement
Ripley Playground
Claybome Street Garden
Mother's Rest at Four Corners
Doherty/Gibson Playground
Fannie Lou Hamer Community Garden
Wellesley Park
Centervale Park
McMorrow Playground
Victory Road Park
Lucy Stone Schoolyard
Nightingale Garden
Spencer Street Garden
Adams/King Playground
Claymont Terrace
Wheatland Avenue Victory Garden
Conley & Tenean Streets Park
Clementine Park
Florida Street Reservation
Hemenway Playground
Tenean Beach
Codman Square
Cronin/ Wainwright Park
O'Donnell Square
Codman Burying Ground
Pope John Paul II Park
Lydon Way Garden
Doucette Square
Torrey Street Park Garden
Garvey Playground
Roberts Playground
Peabody Square
YMCA Community Park
Gallivan/ Hallet Circle
Toohig Playground
Martin/Hilltop Playground
Pope John Paul II Park
Keystone Shoreline
Dorchester South Burying Ground
Cedar Grove Cemetery
Granite Avenue Ledge
Walsh Playground
Dorchester Park
Cedar Grove Cemetery
Quincy
Adams Rock
Huntoon Rock
Pope John Paul II Park
Ventura Playground
Milton
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.1 0.2 0.3 0.4 0.5 Miles
City of Boston
Dorchester (South)
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
10 Josephine Street Garden																				1								
29 Josephine Street Garden																				1								
Adams Rock																												
Adams/King Playground												1				1												
Alice Park																												
Audrey Jacobs Memorial CG																				1								
Barry Street Garden																				1								
Boston College HS Athletic Fields	2								2			5																Track
Boston Gas Company Easement																			1									
Bullard Street Garden																				1								
Byrne Playground										1		2				1												
Calf Pasture																								X				
Cedar Grove Cemetery																												
Centervale Park																												
Claybourne Street Garden																				1								
Claymont Terrace					1					1																		
Clementine Park																												
Codman Burying Ground																												
Codman Square																			1									
Columbia Point Community Garden																				1								
Columbia Road Tollot																1												
Conley & Tenean Streets Park																												
Coppens Square																			1						1			
Cronin/Wainwright Park			1							1			1			1												
Dear Street Park																1												
Doherty/Gibson Playground	1	1			1					2						1												
Dorchester North Burying Ground																												
Dorchester Park	1		1		1					1		1				1			1					1				
Dorchester South Burying Ground																												
Doucette Square																												
Downer Avenue Playground																												
Fannie Lou Hamer Community Garden																				1								
Fernald Rock																												
Florida Street Reservation																												
Gallivan/Hallet Circle																												
Garvey Playground	1			1						1			1			1												
Geneva Cliffs																												
Granite Avenue Ledge																												
Harbor Point Boulevard																												
Hemenway Playground		1							1	1						1			1									
Huntoon Rock																												
Kennedy Library Harborwalk																			1									
Keystone Shoreline																												
Lucy Stone Schoolyard																												
Lydon Way Garden																				1								
Malibu Beach																			1		1	X					1	Beach, Sun Shelters
Martin/Hilltop Playground											1					1			1									
McConnell Park	1	2			1											1			1									
McCormack School Ball Field	1																											
McMorrow Playground		1	1							1						1											1	
Meany Park																1												
Meetinghouse Hill Churchyard																												
Meetinghouse Hill Overlook																												
Melvinside Play Area										1						1												
Monadnock Street Garden																				1								
Mother's Rest at Four Corners																1			2		1							Performance Space
Mt. Bowdoin Green																			1									
Mullen Square																			1									
Nellie Miranda Memorial Park																1												
Nightingale Garden																				1								
Nonquit Green																			1					X			1	
Nonquit Street Garden																				1								
Norton Street Playground																												
Norton/Stonehurst Garden																				1								
O'Donnell Square																												
O'Donnell Square																												
Old Harbor Easement																						X						Beach
Old Harbor Park																						X						Picnic Tables, Shelters
Paul Sullivan House Comm Garden																				1								

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Peabody Square																							X					Outdoor Clock
Pope John Paul II Park					4												1		1			X					2	Shelter
Quincy/Coleman Garden																				1								
Quincy/Stanley Play Area																	1		1									
Richardson Park																												
Ripley Playground									1		1	2					1		1									
Roberts Playground	1	2						1	2			1					1	1	1									
Ronan Park	1	2						1	4								1		1									
Ryan Play Area																	1	1										
Salvation Army Field																												
Savin Hill Beach																						X					1	Beach, Sun Shelters, Wetland
Savin Hill Cove																												
Savin Hill Marsh																												Wetland
Savin Hill Park									1			2	1						1									
Spencer Street Garden																				1								
Stanley-Bellevue Park																			1									
Tenean Beach									1			2					1		1			X					1	Beach, Shelters
The Humps																												
Toohig Playground		1							1								1											
Torrey Street Park Garden																				1								
UMass Boston Athletic Fields	1							2				8																Track
UMass Boston Campus Ctr Oval																							X					
UMass Harborwalk																						X						
Ventura Playground	1										1						1											
Victory Road Park																						X						Shoreline
Walsh Playground		2										1					1		1									
Wellesley Park																			1									
Wheatland Avenue Victory Garden																				1								
YMCA Community Park																	1											

The renovated Harbor Point housing development has attracted a stable residential population despite the area's relative isolation. With certain recreation facilities on-site, a new DCR waterfront park along its eastern edge, and a new pedestrian/bicycle connection to the South Boston beaches, the Harbor Point housing development now feels less isolated.

Sandwiched between the ramps of Morrissey Boulevard and the Southeast Expressway, Savin Hill is a small but stable residential community with grand Victorians and triple-deckers that have spectacular views of the Harbor and access to Savin Hill Bay. However, Savin Hill is physically disconnected from the rest of the city but for a single road bridging the Southeast Expressway.

The Savin Hill area, while blessed with a diversity of open spaces, could benefit from further enhancement of local facilities. Two such enhancement strategies are the development of the existing beaches in the area and the introduction of a stabilization program for other natural resource areas in the neighborhood, such as the urban wild at Patten's Cove. In response, the DCR restored Savin Hill Beach while protecting coastal wetland. In accordance with its recently completed master plan, the Parks Department has undertaken a phased capital improvement program for Savin Hill Park, an historic landscaped park in the heart of the neighborhood.

Port Norfolk will continue to undergo transformations as its former industries are converted to housing and commercial development. This area can anticipate future development of DCR parkland as the Lower Neponset River Master Plan is implemented.

Open space opportunities exist on the Dorchester waterfront. The proximity of McConnell Playground and Malibu Beach to Dorchester Bay provides elements for developing the Bay as a regional aquatic recreation center. Recent park developments on Dorchester Bay at Tenean Beach by the DCR and at Rainbow Park have created two much-needed facilities popular for strolling, sitting, picnics, children's play, swimming, and fishing. The DCR efforts now underway will allow continuous waterfront access to Tenean Beach, potentially increasing the points of entry to the water's edge from the neighborhood.

The Inland Neighborhoods

To the west of the Expressway are the residential areas around Uphams Corner (where Dudley Street and Columbia Road meet) and Edward Everett Square (where Massachusetts Avenue and

Columbia Road meet), which consist of triple-decker, two-family, and large Victorian-era homes. Many of these homes show signs of recent rehabilitation efforts. Recreational and cultural opportunities are becoming available with improvements to existing open space facilities and with many concerts and other performances presented at the historic Strand Theatre. The houses along Dorchester Avenue, a major local thoroughfare, are interspersed with light industrial and commercial uses. The Midlands rail corridor (aka the Fairmount commuter rail line) defines the western edge of this neighborhood.

The Uphams Corner residential area is currently underserved in terms of open space facilities. The increasing population, especially that of children, will put even more pressure on existing parks and playgrounds in the coming decade. Part of the problem is a lack of direct access to the shoreline facilities at Columbia Point and at Savin Hill. Columbia Road, a major arterial in this sub-neighborhood, provides access to the DCR's recently rehabilitated South Boston harbor beaches. However, improved MBTA bus service to these beaches from inland residential areas is still needed to expand access to these highly valued recreational resources.

Lower Mills has experienced a general housing revitalization effort for some years now, in part spurred by the conversion to apartments and condominiums of the Baker Chocolate Factory complex. Condominium conversion has also taken place around Ashmont, as well as renewed commercial activity. Changes in the Neponset area have taken place as a result of the DCR's opening of the Neponset River Trail, a pedestrian and bicycle facility, and the Pope John Paul II Park at the former Neponset Drive-In and Hallet Street Landfill sites.

In areas to the west, community revitalization efforts are ongoing. Fields Corner has already experienced substantial revitalization projects stimulated by City investment. Fields Corner is also a new Main Streets District. In Codman Square, the Codman Square Community Development Corporation and the City continue to support development and investment at this important commercial node. Today Dorchester's commercial nodes have undergone changes attributable to the disappearance of the streetcar lines, shifts in population, and the advent of Main Streets Districts in several of Dorchester's retail areas. Generally, the sections of the community nearer the waterfront have experienced more revitalization activity than the western portions of the neighborhood. Dorchester Avenue, which is a primary commercial artery of the

neighborhood, is in need of extensive tree planting and general "greening" measures. Overall, many streets in Dorchester are distinguished by their mature shade trees, but there are gaps in the presence of street trees. This makes the street trees' overall positive impact on Dorchester's streetscapes "patchy" in its effect.

Dorchester's neighborhood parks are multi-purpose facilities, and tend to be well distributed throughout the community, providing ball fields, ball courts, and playground areas. There are also some notable areas for passive recreation in the neighborhood parks such as the wooded portion of Dorchester Park with its Olmsted design.

Dorchester's neighborhood parks are generally in good condition, and in some cases residents are concerned that park popularity will attract overuse. Still, certain sub-neighborhoods such as those around Codman Square, Meetinghouse Hill, and the Bowdoin Street area lack sufficient neighborhood park space. Coordination with schools and improvements to schoolyards as noted in Community Priorities below can help mitigate this situation throughout Dorchester. Improvements to parks on a regular cycle of capital rehabilitation continues to be needed; parks in need of improvement include Byrne, McConnell, Quincy-Stanley, Ripley, and Roberts.

Cedar Grove Cemetery and South Dorchester Burying Ground are important for contributing green vistas to their surrounds. Cedar Grove also helps buffer the Neponset River and ecologically sensitive areas along its banks from human development.

An initiative is being discussed that would promote linkages to Dorchester's abundance of public and cultural assets. A neighborhood-wide trail, as suggested in the BRA's Boston 400 draft report, or a series of sub-neighborhood trails, could link the wealth of open space, historical, cultural, and environmental features, while benefiting residential and commercial areas in Dorchester. This type of initiative would be ripe for a public-private partnership approach to development and management, perhaps on a similar basis to the Freedom Trail. Such an approach could provide a series of destinations for tourists to visit, and help to further the neighborhood's economic development agenda. The Dorchester Historical Society has expressed interest in this concept, as have several neighborhood activists. In the meantime, the Browne Fund has made a $15,000 design grant to the Dorchester Historical Society for Allen Park, the original Dorchester

Town Commons. This site would certainly be a destination along such a trail.

Growing Community Spirit

The community gardens in Dorchester, as in other neighborhoods, have been built primarily on former vacant lots. Entities such as the Boston Natural Areas Network have built and supported the 23 diverse community gardens throughout Dorchester. These gardens serve a role in ameliorating the dense cityscape that resulted from the rapid development of Dorchester in the late 19th and early 20th centuries. Many are on former house lots and serve as the only openings in the dense urban fabric in certain sections of this neighborhood. Community gardens have also been bright spots bringing neighbors together and supporting their future hopes for community revitalization.

On the Shores of the Neponset

The ecosystem of the Neponset River shoreline has notable and vulnerable natural resource qualities. Sustained efforts of the DCR and the community - especially the Neponset River Greenway Coordinating Council - have been important in keeping out damaging uses. Future efforts must balance protection with public access and recreational opportunities, in turn reinforcing the constituency for resource protection.

In the mid-1990s, the state Executive Office of Environmental Affairs helped this cause by designating the Neponset River Estuary as an Area of Critical Environmental Concern (ACEC). This official designation gives this area a higher level of state environmental review for development within its boundaries. It also recognizes the high quality of the natural resources in the Neponset River Estuary, despite its proximity to a major metropolitan center. With the opening of Pope John Paul II Park, the DCR has taken a great leap forward toward realization of the Lower Neponset River Reservation Master Plan. Another milestone in the implementation of the Master Plan is the opening of the Neponset River Greenway on an abandoned rail corridor. This pedestrian/bicycle path helps link the regional Pope John Paul II Park to other Dorchester communities beyond the immediate Neponset sub-neighborhood.

The DCR should continue to implement the Master Plan that it completed in the mid-1990s for the Lower Neponset River Reservation, and connect this Reservation to the Dorchester Shores Reservation. To increase the benefits of this linear recreation system, further planning efforts are needed to extend it

beyond Dorchester. The Neponset River open space system should continue westward to Mattapan, Milton, Hyde Park, and beyond. To be able to go from Lower Mills or Port Norfolk to the Fowl Meadow, Stony Brook, Mother Brook, Charles River, and Blue Hills Reservations should be the energizing vision for implementing the Master Plan for the Lower Neponset River Reservation and for planning its eastward extension.

THE NEXT FIVE YEARS

Since the City of Boston has rehabilitated most parks in the recent past, many neighborhood park issues relate to management and maintenance. Continuing the capital rehabilitation cycle on a consistent basis will be important for fulfilling the open space needs of this community. Playground equipment safety and turf care are ongoing concerns, along with general park care and security. There is interest in extending Park Partners programs, especially to provide more family activities.

Beyond the care of existing facilities, there is great interest in expanding public open space resources and addressing environmental concerns. Besides the focus on the waterfront, there are opportunities to strengthen the green space system in the southern area of Dorchester with improved connections. Street tree planting and care is important. Quality open space is needed in housing complexes. Demonstrated desire for additional community gardens will warrant attention. Given the vacant land opportunities and the several areas underserved by open space in Dorchester, balanced long-term community redevelopment will need new open spaces to accompany new housing and commercial developments.

The quality of life in Dorchester can be further improved by opening further access to the shoreline. Designating paths and transportation routes to facilities like Joe Moakley Park, Carson Beach, Savin Hill Bay, and Pope John Paul II Park can provide additional recreational opportunities for a greater number of neighborhood residents. Linkage between the Neponset River Reservation and the DCR's other reservations should be an important goal for the neighborhood as well as a legacy for Charles Eliot, who planned much of this system in the late 19th and early 20th centuries.

Opportunities

"ON THE WATERFRONT"

- Continue to address water quality improvements along the waterfront. Support the BWSC sewer separation projects, the MWRA CSO Control Project, and the DEP Chapter 91 and Boston Conservation Commission reviews of waterfront projects.
- Increase and improve community access to Dorchester Bay. Support the DCR's construction of a boardwalk along the Southeast Expressway embankment linking Tenean Beach to Savin Hill via Victory Road Park. Encourage the DCR to

provide continuous waterfront access and expanded parkland in their negotiations with National Grid. Develop commercial activities such as restaurants, boat rental, and shops to complement recreational activities at Tenean Beach. Support plans for a new MBTA station providing access to the waterfront in conjunction with the Old Colony project.

- Prepare a plan for recreation, open space, greening, and other environmental improvements in Port Norfolk that recognizes the historic character of the area. Support the timely implementation of the capital developments proposed for the Port Norfolk area in the DCR master plan for the Lower Neponset River Reservation. Explore with the DCR the development of recreational piers, such as at Shaffer Paper.
- Plan for new aquatic recreation opportunities at Savin Hill Bay by programming the improved Malibu and Savin Hill beaches. Screen the traffic impacts of Morrissey Boulevard with landscaping.
- Continue the Harborwalk between the Kennedy Library and Carson Beach through Calf Pasture.
- Develop a linkage plan for the open spaces in the Columbia Point sub-neighborhood. Increase community use of institutional ball fields and open spaces at slack times. Increase scenic quality through a plan-driven tree and landscape planting program for this sub-neighborhood's roadways.
- Support the DCR work to increase continuous access to Tenean Beach as a means to increase neighborhood access to this waterfront recreation area. Support the work of the Boston Water and Sewer Commission to decrease stormwater-driven pollution of Pine Neck Creek.
- Explore revenue production for open space from concessions at suitable locations near shoreline recreational areas.

THE INLAND NEIGHBORHOODS

- Continue to support extending the greening of Columbia Road. Examine the possibility of designated bicycle lanes and a designated bike route with signs to improve access to Joe Moakley Park and the harbor beaches from Dorchester's residential areas and from Franklin Park.
- Expand access to Carson Beach through direct MBTA bus service to the McCormack Bathhouse from the inland residential communities.

- Increase the inventory of public green space in the Meetinghouse Hill/Mt. Bowdoin area. Investigate the vacant parcels surrounded by Richfield, Bellevue, and Hamilton Streets for their potential development as open space.
- Develop pedestrian scale open spaces to complement the neighborhood level commercialization of Uphams Corner and Everett Square. Support the efforts of the Department of Neighborhood Development Main Streets program in Uphams Corner.
- Examine the Midlands rail tracks right-of-way for open space opportunities.
- Explore establishing additional play lots and other active recreation areas for youth in certain underserved sub-neighborhoods such as Uphams Corner, Jones Hill, Everett Square/Columbia Road, Fields Corner, Ashmont, Neponset, and Codman Square. Coordinate with the School Department and the Department of Neighborhood Development in targeting schoolyards in such areas for Schoolyard Initiative improvements.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, such as at Byrne, McConnell, Quincy-Stanley, Ripley, and Roberts.
- Support the BRA Dorchester Avenue Plan to improve the streetscape along Dorchester Avenue with a public/private partnership for tree planting and maintenance.
- Develop a street tree planting plan for Dorchester's residential areas using a strategic approach that builds on other capital improvement or economic development efforts. Support the Growing Boston Greener effort especially in this neighborhood.
- Continue and expand the Park Partners and ParkARTS programs to help stabilize maintenance and security as well as to enhance park programming for special events and sports, youth, and community activities.
- Install blue safety call boxes where, in the judgment of park and police officials, the boxes are warranted based on site conditions and/or the safety history of particular sites.

On the Shores of the Neponset

- Increase public access and open space facilities all along the Neponset River while protecting and stabilizing the ecosystem. Support the DCR's completion of a recreational trail system with boardwalks, observation areas, and docks along the Neponset and on the abandoned rail corridor. Encourage planning for a path system to link Dorchester Park and Cedar Grove Cemetery to the river. Encourage the

MHD to restore a zone of suitable plant materials between the Southeast Expressway and the shoreline. Work with the DCR to enable Dorchester residents to fully utilize the new Pope John Paul II Park to help meet the open space needs of the community.

- Focus on public access and the development of passive and water-oriented recreational facilities in the Lower Mills area. Support efforts of the state Department of Environmental Management to develop the Lower Mills Heritage State Park.
- Coordinate with the DCR, MEPA, BRA, Park Commission, Conservation Commission, and other agencies to review development projects in the Neponset River Estuary ACEC.
- Link Pope John Paul II Park to future and existing DCR parklands in Port Norfolk and the Dorchester Shores Reservation. Plan for the extension of the Neponset River Reservation westward to Mattapan, Milton, Hyde Park, and southward to the Fowl Meadow and other DCR reservations.

GROWING COMMUNITY SPIRIT

- Continue to provide ancillary support to the large number of community gardens through the Parks Department's small grant program to support small-scale improvement projects at each site.

Community Priorities

"ON THE WATERFRONT"

- Coordinate City/DCR jurisdiction on shoreline issues, such as Yacht Club expansion and potential beach pollution.
- Work to continue the Neponset River Trail from the Pope John Paul II Park all the way north to Castle Island.

THE INLAND NEIGHBORHOODS

- Explore the feasibility of establishing new parkland in the neighborhood through the Parks Department's Open Space Acquisition Program.
- Develop Columbia Road as a tree-lined thoroughfare to link the inland neighborhood areas to Joe Moakley Park.
- Initiate an open space/streetscape planning process for the Newmarket Square area through discussions between concerned business groups and the City. Build upon the work that has been done by the Parks Department to rehabilitate Clifford Playground.
- Provide more community policing at parks to discourage illegitimate activities like public drinking and drug use. Coordinate the Boston Youth Fund program with existing

Park Partner groups to optimize maintenance of open space resources in the neighborhood.

- Support development of quality open space in publicly-assisted housing sites.
- Provide more street hockey courts in parks.
- Continue and expand Park Partner opportunities at parks where community members need support.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Harbor and the Neponset from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.
- Explore need for capital improvements to Martin Hilltop Playground.

ON THE SHORES OF THE NEPONSET

- Support the DCR's planning efforts for recreational access all along the Neponset from the Fowl Meadow Reservation to the mouth of the river.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.6 Community Open Space & Recreation
EAST BOSTON

Section 7.2.6: Community Open Space & Recreation EAST BOSTON

THE SETTING

History
Originally a five-island group, East Boston was connected to Boston with the establishment of the first ferry in 1637. In the 1833, William Sumner established the East Boston Company to develop this area as one of the first planned communities in Boston.

From 1840 to 1865, East Boston began to expand rapidly, becoming a major site for the construction of world-famous clipper ships by well known builders such as Donald McKay and Samuel Hall. Thus, East Boston became a significant transportation center and shipping port. Attracting a large number of immigrants seeking employment in the shipbuilding industry, its population began to grow dramatically. With the Cunard Line establishing a port of entry in the Maverick Square area by 1839, East Boston became the Ellis Island of New England.

In 1905, the first subway tunnel to downtown was opened. The development of Logan Airport in 1923, the Sumner Tunnel in 1934, and other transportation related projects severely impacted the neighborhood. Local industrial facilities began to decline in favor of airport related development and many families left for the suburbs.

Today, despite such pressures, East Boston has stabilized as a neighborhood and in the recent years has had many new investments geared toward public facilities. The third harbor tunnel (aka Ted Williams Tunnel) has helped reduce airport bound traffic on residential streets. East Boston enjoys an extensive waterfront that will continue to provide redevelopment opportunities for maritime, industrial, commercial, residential, and open space uses.

Demographics/Housing
While East Boston still maintains much of its Italian-American flavor and spirit with succeeding generations continuing to stay in the neighborhood, dramatic changes have taken place. The Hispanic population of the neighborhood jumped from a mere 942 in 1980 to close to 6,000 (or 18% of East Boston's total population) in 1990, the largest increase in the Hispanic population of any neighborhood in the city during that period. Most of these new families have settled in the Maverick Square area. In 2000, the Hispanic population again increased dramatically to 14,990, or 39% of the neighborhood's total population.

The total population itself increased by 2% over the 1980 population to almost 33,000 in 1990, indicating signs of stability after three decades of steady decrease. The population grew 16.6% between 1990 and 2000 to 38,413, a significant increase.

In 2000, youth under 18 years of age comprised 23% of the neighborhood population, compared to 20% of the city's population.

A majority of East Boston's housing stock is comprised of triple-deckers with little yard space. The Maverick and Orient Heights housing developments, along with the Heritage Housing complex at Maverick Square, make up the bulk of assisted rentals. Along with a median income lower than the city figure ($31,311 vs. $39,629), the neighborhood also has more households with no access to a vehicle compared to Boston as a whole, 41% versus 35%, respectively.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
East Boston has 233 acres of protected open space; total open space, both protected and unprotected, equals 375 acres. With a 2000 population of 38,413, East Boston has 6.06 acres of protected open space per thousand persons, only a little less than the citywide ratio of 7.47 acres per thousand, but more than the 2.50 acres per thousand ratio for inner core urban neighborhoods such as this one.

Over 206 acres of open space in East Boston are located within two sizable saltwater marshes.

Additionally, there are now 18 acres of new open space in the recently completed Bremen Street Park.

Demographic and Housing Profile

Population	
2000 Census	38,413
1990 Census	32,941
1980 Census	32,178
Population growth/decline, 1990 - 2000	16.61%
Population growth/decline, 1980 - 1990	2.37%

Age		
0 to 4	2,780	7%
5 to 9	2,757	7%
10 to 14	2,320	6%
15 to17	1,206	3%
18 to 24	4,531	12%
25 to 44	13,808	36%
45 to 64	6,395	17%
65 to 74	2,147	6%
75 to 84	1,932	5%
85 and over	537	1%

Race	% of Total Population
White alone	68%
Black or African American alone	4%
American Indian and Alaska Native alone	0%
Asian alone	4%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	17%
Two or more races	7%

Latino Status	% of Total Population
Not Hispanic or Latino	61%
Hispanic or Latino	39%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	14,322
1990 Census	13,378
1980 Census	12,892
Household Growth/Decline, 1980-1990	3.77%
Household Growth/Decline, 1990-2000	7.06%

Population by Household Type	% Persons
Family households	80%
Non-family households	19%
Group quarters	1%

Average Household Size	Persons per Household Type
All Households	2.66
Family Households	3.53
Nonfamily Households	1.28

Persons Per Household	Households	%
1-person households	4,525	32%
2-person households	3,571	25%
3-person households	2,225	16%
4-person households	1,891	13%
5-person households	1,208	8%
6-person households	497	3%
7-or more person households	405	3%

Demographic and Housing Profile

Population Density*	Persons per Square Mile
1980 Census	16,089.0
1990 Census	16,470.5
2000 Census	19,206.5
Density Change 1980 to 1990	381.5
Density Change 1990 to 2000	2,736.0

* Logan Airport area was not included in the total area.

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	28%
Renter occupied	72%

Total Occupied & Vacant Housing Units in Structure	
Single units	11%
Double units	18%
3-9 units	58%
10-19 units	5%
20-49 units	3%
50 or more units	4%
All other	0%
Single/Multiple Unit Ratio	0.1

Household by Number of Vehicles Available	
No vehicles	41%
1 vehicle	45%
2 vehicles	12%
3 or more vehicles	3%

Median Household Income
$31,311

Civilian Unemployment Rate
7.3%

Poverty Rate
19.5%

The Parks Department has invested more than four million dollars in open space improvements through the city's capital plan over the past six years (see table).

East Boston Capital Projects 2001-2006	
Belle Isle Marsh Reservation	$1,039,981
Bennington Street Cemetery	$109,796
Condor Street Beach Urban Wild	$1,465,213
East Boston Memorial Park	$1,160,000
Porzio Park	$291,164
Putnam Square	$314,914
Summer & Lamson Street Playground	$24,750
Total	$4,405,817

This extensive investment includes the restoration of a waterfront park (Porzio), the creation of a new artificial turf soccer field and running track at Sartori Stadium (East Boston Memorial Park), and the first phase of a regional greenway ("Chelsea Riverway") along East Boston's Chelsea River waterfront (Condor Street Beach Urban Wild).

Assessment
East Boston can be divided into four distinct geographic areas:

Eagle Hill
Bordered by the Chelsea River, the Inner Harbor, and the McClellan Highway, this is a primarily residential area with some abandoned industrial uses along the waterfront. Small open spaces like Prescott and Putnam Squares are located at street grid corners. American Legion Playground accommodates active recreation needs. The area is one of East Boston's most stable sections, with many of the homes here having been occupied by the same families for generations.

This area, while rich in history and future potential, is currently lacking in the availability of diverse recreational and passive open space resources. This is especially true for the dense residential streets between Central and Day Squares, with the nearest ball field being at American Legion. The Chelsea River (aka Chelsea Creek) and Inner Harbor edges also remain generally inaccessible and undeveloped. One area has changed however with the development of an accessible natural area and park at Condor Street Beach. New vitality is also being brought to the Inner Harbor shore with current and future market-rate residential developments,

Revere
Chelsea
Winthrop
Suffolk Downs Infield
Bonito Square
Noyes Playground
Belle Isle Marsh Reservation
Belle Isle Marsh Reservation
Belle Isle Coastal Preserve
Bayswater Street
Constitution Beach
Dom Savio Athletic Field
Cuneo Park
McLean Playground
Temple Ohabei Shalom Cemetery
Mendoza Square
Festa Field
Bennington Street Cemetery
Wood Island Bay Edge
Condor Street Beach
Condor Street Overlook
South Shore Plaza Park
South Shore Plaza Courts
Shore Plaza East Garden
Prescott Square
Putnam Square
American Legion Playground
Eagle Hill Memorial Park Garden
Our Garden
Central Square
Bremen Street Park
Decatur & Meridien Streets Park
Paris Street Playground
Veterans Park I
Lombardi Memorial Park
Scammell Maverick Square
East Boston Greenway
East Boston Memorial Park
Lewis Mall
Lewis Mall Harborpark
Joe Ciampa Garden
The Rockies
East Boston Social Centers Playlot
Brophy Park
Sumner & Lamson Street Playground
Porzio Park II
Golden Stairs
Terrace Park
Porzio Park I
Massport Harborwalk
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
East Boston
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007
Miles

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
American Legion Playground		1								2							1		1									
Bayswater Street																						X						
Belle Isle Coastal Preserve																							1					Wetlands
Belle Isle Marsh Reservation																			1				1				1	Observation Tower, Wetlands
Bennington Street Cemetery																												
Bonito Square																												
Bremen Street Park									1							1	3	1	X	1	1	X		X				Ped Path, Bike Path, Amphitheater, Pool House, Picnic and Game Tables, Bocce Court
Brophy Park																			1									
Central Square																			1		1							
Condor Street Beach																					1	X						
Condor Street Overlook																												Mudflats
Constitution Beach		1	1							1		2			2		1		4									Bathhouse, Beach
Cuneo Park																	1											
Decatur & Meridien Streets Park																												
Dom Savio Athletic Field	1																											
Don Orione																								X				
Eagle Hill Memorial Park Garden																				1								
East Boston Greenway																			1			X						Caboose
East Boston Memorial Park	1		2						2			2					1		1		1	X			1		1	Track, Picnic Tables, Performance Pavillion
East Boston Piers Park																	1		1		1							Pier
East Boston Social Centers Playlot																	1											
Festa Field	1																											
Golden Stairs Terrace Park																			1									
Joe Ciampa Garden																				1								
Lewis Mall																												
Lewis Mall Harborpark																												
Lombardi Memorial Park																												
LoPresti Park										2			1				1	1	2									
Massport Harborwalk																			1		1	X						
McLean Playground										1									1									
Mendoza Square																												
Noyes Playground	1	1	1							1							1											
Our Garden																				1								
Paris Street Playground										1							1		1									
Porzio Park I										1			1															
Porzio Park II												1					1	1	1			X						
Prescott Square																			1									
Putnam Square																												
Scarmella/Maverick Square																												
Shore Plaza East Garden																				1								
South Shore Plaza Courts																												
South Shore Plaza Park																												
Suffolk Downs Infield																												
Sumner & Lamson Street Playground										1			1				1	1	1									
Temple Ohabei Shalom Cemetery																												

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
The Rockies																												
Umana School Park												2																
Veterans Park I																												Skateboard Facility
Veterans Park II																			1									
Wood Island Bay Edge																			1									
Wood Island Bay Marsh																												Wetlands

which include Harborwalk segments and other open space amenities. The City also hopes that its proposed re-use of the MBTA Car Barns site will include a recreational facility with potential waterfront access onto the Chelsea River. It is hoped that this facility will help address the need for more soccer fields in East Boston.

Maverick Square

Roughly the triangular area between Maverick Square, Central Square, and LoPresti Park, Maverick Square sub-neighborhood contains a mix of residential and industrial uses. However, traffic arteries and commercial uses dominate both Central (a center for neighborhood commerce) and Maverick Squares.

LoPresti Park, located next to the Maverick Landing public housing development (1,500 residents), has ball courts and access to the water. The Maverick Landing housing development has recently received an award-winning re-design, including new waterfront open spaces and a new park, Lombardi Park, to connect the development to the surrounding neighborhood.

The "walk-to-the-sea" mall from Maverick Square suffers from inattention and lack of development. As development proceeds over time along the piers in this area, with the consequent extension of Harborwalk, the "walk-to-the-sea" mall will increase in importance as a gateway from the interior of this neighborhood to its greatest regional open space asset.

Jeffries Point

A largely residential area to the south of East Boston Memorial Park, Jeffries Point has a long waterfront directly facing downtown Boston. While some piers have maritime uses, most are underutilized or abandoned. This is one of the oldest and most densely settled areas of the neighborhood, dominated by triple-decker rowhouses. Brophy Park has a small passive area. The rest of the open space facilities are dominated by ball courts and sitting areas. Porzio Park and Piers Park provides access to the water.

This area remains relatively isolated from active recreation facilities with airport-related highway ramps separating the residents from East Boston Memorial Park. The first segment of the East Boston Greenway connects this area to East Boston Memorial Park and Piers Park, the latter a much used and valued asset for both Maverick Square and Jeffries Point residents.

Orient Heights/Harborview

This northernmost area of Boston has the Orient Heights public housing development as well as a number of single-family homes (the rest of East Boston has multiple-family homes). It is characterized by hills gently sloping up from the water with the housing situated on well-defined terraces.

Available open space facilities have a rich diversity and include a large playground (Noyes), saltwater marshes, Constitution Beach, a cemetery, and small play areas. However, Wood Island Park, a 65-acre Olmsted-designed park, was taken from this neighborhood years ago to make way for an airport runway.

Thanks to the Joint (City-State) Commission on the Boston Harbor Beaches, the DCR has responded with an extensive reinvestment in Constitution Beach. However, pedestrian and bicycle connections between different facilities in the Orient Heights area are lacking and many of the natural areas are unprotected.

East Boston Greenway

A regional linkage of old and new parks is taking place in East Boston. Thanks to strong community advocacy by long-standing local neighborhood groups and the East Boston Greenway Coordinating Council, a vision of a continuous series of waterfront and inland parks and open spaces is gradually being realized. The technical assistance of the Boston Natural Areas Network, supported by the Lila Wallace-Reader's Digest Fund, has provided guidance to both the community groups and City officials.

With support from community groups, the City has built the southernmost section of a three-mile urban greenway in the heart of one of the densest neighborhoods in the city. The Boston Parks and Recreation Department, making the first use of the Mayor's Open Space Acquisition Fund, acquired the first section of the East Boston Greenway in 1998. The Department undertook a design process with community input for this first section of the greenway, located near the East Boston waterfront and close to Piers Park. The federal ISTEA Enhancements program helped support design and construction funding for this project. Passive areas are mixed with a walking/biking trail in this abandoned rail corridor.

The East Boston Greenway now extends from the Piers Park area past East Boston Stadium to now include the Bremen Street Park. In the future, connections will be made to help users reach its northern terminus at the Belle Isle Marsh Reservation, thus linking other sub-neighborhoods in East Boston.

THE NEXT FIVE YEARS

While a combination of transportation facilities and industrial uses have severely impacted the quality of life in East Boston, the coming decade promises to reverse this trend if the ongoing open space developments continue their focus on strengthening and interlocking of two latent open space systems. The first system is the creation of buffers along proposed transportation corridors for coordinated open space use; the second system is the extension of such buffer corridors to parks, beaches, and designated walkways along the harborfront. Such a framework would be considerably enhanced by the integration of a third component, improved access to the large salt marshes that can be found in the area. In combination with other public realm improvements advocated by the BRA East Boston Master Plan, this program would realize the broadly held vision of East Boston's inherent livability.

Opportunities

Neighborhood-wide

- Create a continuous Harborwalk from Porzio Park at Jeffries Point to LoPresti Park in the Maverick area through private developments' compliance with Chapter 91. Expand Harborwalk to stretch from the Harborside Hyatt Hotel to the Condor Street Overlook with key nodes at Clippership Wharf and the Boston East site.
- Enhance the natural resources along East Boston's waterfront through natural area restoration under the Parks Department Urban Wilds Initiative and similar restoration programs of the DCR. Transfer the now restored City-owned Belle Isle Coastal Preserve, now an enclave of the Belle Isle Marsh Reservation, to DCR for integration with the Reservation.
- Promote overall streetscape improvements to all of East Boston's squares, as a component of the Growing Boston Greener Initiative.
- Make special provisions for the elderly in all open space improvements.
- Pursue opportunities for additional soccer fields in East Boston through public and private development projects.
- Continue to fund capital rehabilitation of city park facilities as needed in the capital renewal cycle, such as at Noyes, American Legion, and Sumner-Lamson.
- Revitalize Central Square with roadway and park upgrades.

Eagle Hill

- Develop new waterfront open space at the old MBTA Car Barns site that extends access to Chelsea Creek. Explore the possibility of providing access to larger field sport activities like soccer and football at sites such as the MBTA Car Barns parcel.
- Investigate further potential open space at the vacant Hess Oil site. Explore connecting the Hess Oil site with the Condor Street natural area and the future open space at the MBTA Car Barns site.

Maverick Square

- Promote the inclusion of a much needed passive open space for the Boston East site. Develop the site to educate citizens about the historical and cultural importance of the clipper ship industry of years past. Initiate a clean up of the hazardous waste on the site.
- Support efforts by the Boston Housing Authority to link and integrate green spaces around the Maverick Landing housing development.

Jeffries Point

- Enhance access to Sartori Stadium/Memorial Park facilities from the Jeffries Point area.
- Develop additional parkland adjacent to Piers Park that will complement that park and turn another dilapidated dock into green space (Piers Park Phase II and Pier 5).
- Promote pedestrian connections within the Southwest Service Area corridor, from Maverick Street to East Boston Stadium, as part of Airport Edge Buffer Program.

Orient Heights/Harborview

- Promote the extension of the East Boston Greenway from the Bremen Street Park to Belle Isle Marsh Reservation.
- Explore the abandoned railroad right-of-way at the northern end of the Chelsea Creek shore as a potential opportunity to extend the East Boston Greenway.
- Connect Constitution Beach and the East Boston Greenway to Noyes Playground and Orient Heights by improving the streetscape elements along Bennington Street near Saratoga Street, allowing for better pedestrian circulation.
- Explore access to the Wood Island Marsh via the north service area as part of airport edge improvements.

Community Priorities

Neighborhood-wide

- Evaluate the need for street trees to green the neighborhood as part of the Growing Boston Greener Initiative.
- Provide programs and facilities for informal sports to encourage group activities for teenagers such as volleyball, frisbee, paddleball, and touch football.
- Evaluate the demand for street hockey at public housing developments.
- Explore whether East Boston needs more basketball and tennis courts.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Harbor, Chelsea River, and Constitution Bay/Belle Isle Inlet from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.
- Work to improve security on the East Boston Greenway.

Eagle Hill

- Analyze vacant land in the Eagle Hill area, especially at street intersections, for new open space similar in scale to those at Prescott and Putnam Squares.

Maverick Square

- Stabilize the piers of LoPresti Playground to allow for small scale water access for the neighborhood. Improve security with patrols after park closing.
- Support the Massachusetts Turnpike Reclamation Project plans to improve parcels at Decatur, Havre, and Porter Streets adjacent to the tunnel portals.
- Explore need for and opportunities to develop community gardens in this sub-neighborhood.

Orient Heights/Harborview

- Install new playground equipment at Noyes Playground.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.7 Community Open Space & Recreation
FENWAY/KENMORE

Section 7.2.7:
Community Open Space & Recreation
FENWAY/KENMORE

THE SETTING

History
The Fenway and Kenmore communities date from approximately a century ago, created on the last land to be filled for neighborhood growth in Boston. In the latter half of the 1800s, the tidal swamps and mud flats at the confluence of the Muddy River and Stony Brook had become a sanitary concern due to the city's tremendous growth.

Frederick Law Olmsted addressed this concern, simultaneously solving a major drainage/sewage problem and creating a park system for the city, now known as the Emerald Necklace. Tidal gates were installed for the Muddy River and Stony Brook, a sewage interceptor was built below the Fens Basin, and the surrounding land was reshaped to create parkland. Park and streetcar development stimulated the westward expansion of Boston proper. The Fens parkland divided the area: Kenmore and the west Fenway developed to the north and west; the east Fenway and Longwood developed to the south and east.

The neighborhood includes three distinct geographic areas with their own history and identity:

Kenmore
This western portion of the neighborhood is generally bordered by Beacon Street, the Brookline town line, the Allston-Brighton community, the Charles River, and the Muddy River. Kenmore Square developed with fine hotels, shops, and professional offices flanking the streetcar tracks. Close to the river on Bay State Road, townhouses were built for affluent families. The Peterborough and Audubon Circle areas had large apartment buildings along Beacon Street and the streetcar line. The Back Bay West/Bay State Road Historic District and the landmark designation for Commonwealth Avenue Mall recognize the architectural and scenic qualities of this area, and afford these areas legal protection by the city.

West of Kenmore Square, Commonwealth Avenue was slow to develop. Temple Adath Israel stood virtually alone following the turn of the century. Automobile showrooms began to line Commonwealth Avenue starting in the teens. Boston University purchased the last unbuilt tract of land in 1920 and raised the residential height limit, but did not begin to build the campus for another 20 years. Many extant buildings, including car showrooms, have been converted to campus and support facilities as well as housing.

As in other parts of this neighborhood, in recent years there has been increasing development in the Kenmore area. Boston University has constructed class and administrative buildings and converted existing structures to university use, a new hotel has been built in Kenmore Square, and some moderately priced residential buildings have been converted to upscale condominiums.

Fenway

This is the central part of the larger community. It is generally bounded by Boylston Street, Massachusetts Avenue, the Southwest Corridor, Mission Hill, and the Brookline town line. Brownstone and brick residences typify the Symphony area and apartment blocks form the streetscape along the Fenway and Park Drive parkways. Institutions including the Christian Science Center, the Massachusetts Historical Society, Symphony Hall, Horticultural Hall, the New England Conservatory of Music, Simmons College, and the Isabella Stewart Gardner House (now Museum) were built starting in the 1890s and early 1900s.

The Fenway also has experienced development pressures in recent years. While the old Fenway Park remains, other parcels in the area haven been or are in the process of development. The former Sears building has been converted into an office/retail/ entertainment complex now known as the Landmark Center: it stands at a critical node in the city's transportation and Emerald Necklace open space systems. In-fill housing, including new residential buildings on Boylston and Peterborough Streets, has added population to an already densely settled residential community.

A long-paved-over portion of the Emerald Necklace – the infamous "Missing Link" in front of the former Sears building –reverted back to green space under the Parks Department's jurisdiction a few years ago. The restoration of this 70,805 square foot parcel was negotiated as part of the former Sears building's redevelopment

into the Landmark Center. This parcel has restored this easternmost segment of the Riverway and its linkage to the Back Bay Fens.

Longwood

The Longwood Medical Area, or Longwood, comprises the southern portion of this neighborhood. Bounded by the Riverway, the Fenway, Evans Way, Huntington Avenue, and Fenwood Road, Longwood has developed a large institutional presence since the turn of the century. Notable facilities include Harvard Medical School, several major Boston-area hospitals and medical institutions, five schools including three colleges, and Temple Israel. These facilities employ 26,000 people. Longwood has a student population of 10,000. The residential community here is mostly comprised of employees and students.

Building and development also continues apace in this area as area hospitals and colleges construct or seek additional facilities. A recent example is the Merck Pharmaceuticals Research Laboratories, a 12 story high building owned by a private drug company, located on the Emanuel College campus so as to be close to other researchers in this major medical research area.

Demographics/Housing

From 1980 to 1990, the Fenway/Kenmore population grew from 30,842 to 32,880, a 7% increase versus a 2% increase for Boston as a whole. In the period between 1990 and 2000, population growth accelerated, as the population grew to 36,191, a 10% increase. Household growth was also quite steep: a 10% increase in the number of households versus 5% citywide (1990 Census).

Regarding race/ethnicity, Fenway/Kenmore remains predominantly white (80% in 1980, 71% in 2000) but with an increasing population share going to Asians: 4% in 1980, 14% in 2000.

Density is high as in all downtown core neighborhoods, 29,186.3 persons per square mile, compared to 12,172.3 persons per square mile citywide. This high density may in part help explain the relatively high number of households that do not own vehicles – 63% compared with 35% for the entire city –because there typically is less free on-street parking available in such built-up areas.

The dramatically high proportion of college students in this community is seen in several ways. First, approximately 40% of the population lives in group quarters, including college dormitories, while the citywide figure for this kind of housing arrangement is only

Demographic and Housing Profile

Population	
2000 Census	36,191
1990 Census	32,880
1980 Census	30,842
Population growth/decline, 1990 - 2000	10.07%
Population growth/decline, 1980 - 1990	6.61%

Age		
0 to 4	330	1%
5 to 9	432	1%
10 to 14	233	1%
15 to17	214	1%
18 to 24	22,762	63%
25 to 44	8,305	23%
45 to 64	2,221	6%
65 to 74	807	2%
75 to 84	668	2%
85 and over	219	1%

Race	% of Total Population
White alone	71%
Black or African American alone	7%
American Indian and Alaska Native alone	0%
Asian alone	14%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	4%
Two or more races	3%

Latino Status	% of Total Population
Not Hispanic or Latino	92%
Hispanic or Latino	8%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	12,872
1990 Census	13,680
1980 Census	12,454
Household Growth/Decline, 1980-1990	9.84%
Household Growth/Decline, 1990-2000	-5.91%

Population by Household Type	% Persons
Family households	15%
Non-family households	45%
Group quarters	40%

Average Household Size	Persons per Household Type
All Households	1.69
Family Households	2.61
Nonfamily Households	1.51

Persons Per Household	Households	%
1-person households	6,995	54%
2-person households	4,011	31%
3-person households	1,055	8%
4-person households	565	4%
5-person households	149	1%
6-person households	92	1%
7-or more person households	5	0%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	24,872.6
1990 Census	26,516.1
2000 Census	29,186.3
Density Change 1980 to 1990	1,643.5
Density Change 1990 to 2000	2,670.2

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	9%
Renter occupied	91%

Total Occupied & Vacant Housing Units in Structure	
Single units	1%
Double units	0%
3-9 units	15%
10-19 units	16%
20-49 units	41%
50 or more units	27%
All other	0%
Single/Multiple Unit Ratio	0.01

Household by Number of Vehicles Available	
No vehicles	63%
1 vehicle	33%
2 vehicles	4%
3 or more vehicles	0%

Median Household Income
$25,356

Civilian Unemployment Rate	Poverty Rate
11.4%	37.3%

6%. Approximately 46% of the population lives in non-family households while citywide this figure is only 29%. With the student presence so prominent here, it should come as no surprise that 63% of the population is aged 18-24 years versus 16% for this age group citywide.
For the age group 25-64, the percent for the neighborhood is 29% versus 54% citywide; for the age group 65 and over, the neighborhood figure is 5% versus 10% citywide.

The high proportion of college students in the neighborhood population also in part explains the lower median income - $25,356 compared to a citywide median income of $39,629; and the high percentage of renter occupied housing: 91% versus 68% citywide. The poverty rate for households is higher than for Boston as a whole: 37% versus 20% citywide.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
A rich and diverse supply of parks, playgrounds, squares, plazas, malls, institutional campuses, regional park systems, and community gardens in the Fenway/Kenmore neighborhood yields 146 acres of open space, of which 108 are protected.

Fenway/Kenmore has 2.98 acres of protected open space for each 1,000 residents compared to 7.47 acres per 1,000 persons citywide and 2.50 acres per 100 persons for inner core urban neighborhoods such as this one.

To increase the amount of open space, future efforts will likely include private participation. For example, the developer of the former Sears property returned the parking lot Sears developed on a section of the Riverway back to the city to enable the reintegration of this "Missing Link" in the Olmsted-designed Emerald Necklace park system. Another recent effort was the donation of a 1/2-acre site by a private owner for a passive neighborhood park, named Ramler Park, on Peterborough Street. Other efforts can include public access to college and other institutional recreation facilities.

Fenway/Kenmore Capital Projects 2001-2006	
Back Bay Maintenance Yard	$171,643
Ramler Park	$331,607
Total	$503,250

Cambridge
Charles River Reservation
BU Grounds
Commonwealth Avenue Mall
Charlesgate
Fenway Park
Edgerly Road Playground
Brookline
Richard Parker Memorial CG
Symphony Community Park
Christian Science Plaza
Westland Avenue Gates
Higginson Park
Riverway
Back Bay Fens
Symphony Road Garden
Ramler Park
Back Bay Fens
Forsyth Way
Emanuel College Grounds
Joseph Lee Playground
Forsyth Park
Windsor School Athletic Field
Huntington-Hemenway Mall
Forsyth Mall
Huntington Square
Riverway
Beth Israel/ Deaconess Plaza
Hemenway Forsyth Square
Joslin Park
Evans Way Park
Wentworth Field
Oscar Tugo Circle
Mass Art Park
Wentworth Grounds
Harvard Medical School Quadrangle
Mass Art Campus
Huntington-Vancouver Triangle
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemetenes & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.1 0.2 0.3 0.4 0.5 Miles
City of Boston
Fenway/Kenmore
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Back Bay Fens																	1		1		5	X		X				Rose Garden
Beth Israel/Deaconess Plaza																			1									
BU Grounds																			1									
Charles River Reservation																	X					X						
Charlesgate																												
Christian Science Plaza																			2									
Commonwealth Avenue Mall																			12		9							
Edgerly Road Playground											1						1											
Emanuel College Grounds																			1					1				
Evans Way Park																								1				
Fenway Park	1																											
Forsyth Mall																								X				
Forsyth Park																					1			X				
Forsyth Way																						X						
Harvard Medical School Quadrangle																			1			X		X				
Hemenway Forsyth Square																			1									
Higginson Park																					1							
Huntington Square																												
Huntington-Hemenway Mall																			1									
Huntington-Vancouver Triangle																					1							
Joseph Lee Playground	1	1							2																			Track
Joslin Park																			1									
Mass Art Campus																			1									
Mass Art Park																												
Oscar Tugo Circle																								X				
Ramler Park																			1					X				
Richard Parker Memorial CG																				1								
Riverway																			1			X		X				
Symphony Community Park																	1		1									
Symphony Road Garden																				1								
Wentworth Field								1																				
Wentworth Grounds												3							1									
Westland Avenue Gates																					1			X				
Windsor School Athletic Field	2							1				6																

During the city capital improvement program's 2001 to 2006 period, the city has invested over $500,000 in Fenway/Kenmore's parks, primarily focused on the construction of a new park, Ramler Park (opened in 2004). The Parks Department also provided project management assistance to the School Department for the renovation of a school playground at Kilmarnock Street.

The City and the Parks Department are seeking to improve water quality and prevent flooding in the Muddy River basin. As a result, the Back Bay Fens and the Riverway have been the subjects of planning, engineering, and environmental study toward a planned $91 million capital improvement project in the first decade of the 21st century. The city is awaiting the US Army Corps of Engineers commencement of this significant project that will transform the major park in this neighborhood, the Back Bay Fens.

Assessment

Like Back Bay/Beacon Hill, most of Fenway/Kenmore's parklands and recreational facilities are located in either the Charles River Reservation (DCR) or within the Emerald Necklace park system. There are also several smaller parks and plazas in the Fenway and Longwood areas. The Commonwealth Avenue Mall, the Back Bay Fens, and the Riverway are designated Boston Landmarks and are listed in the National Register of Historic Places. There are two community gardens in Fenway/Kenmore, the Symphony Road Community Garden and the sprawling Richard Parker Memorial Victory Gardens in the Back Bay Fens, believed to be the last surviving World War II Victory Garden in the nation.

Kenmore

Usable public open space is limited to the Charles River Reservation and Commonwealth Avenue Mall. The Boston University campus provides some additional open space, such as the Marsh Chapel plaza, various connections and spaces between campus buildings, and Nickerson Field.

Beacon Street can benefit from improved streetscape design and care at Audubon Circle. The Kenmore Square end of the Commonwealth Avenue Mall must continue to be maintained to a high level through the combined efforts of the MBTA, the community, and the city. Due to development-induced changes in Kenmore Square, there has been interest expressed in a re-designed, greener Kenmore Square with a new re-designed MBTA Green Line station headhouse/bus terminal. Extraordinary care, with the combined efforts of the DCR and the community, must also

continue to meet the needs of the very heavily used Charles River Reservation. Boston University can help mitigate the stress its student population places on the area's existing public parkland by offering maintenance assistance and also by providing general community access to its own recreational facilities.

The Massachusetts Turnpike Extension cuts through this sub-neighborhood, dividing it into a northern third and a southern two-thirds. The Turnpike Authority has begun a process of disposition of portions of its air rights in Boston. A study completed by the BRA under the auspices of a Strategic Design Study Committee (SDSC), made up of community leaders in the neighborhoods abutting the highway, has outlined an overall development scheme. It has designated on a parcel-by-parcel basis certain uses and heights appropriate to the surrounding neighborhood.

There is public interest in ensuring that Turnpike air rights development in the Kenmore area will promote a re-knitting of the northern and southern portions of the neighborhood. It is also hoped that some open space – perhaps of a linear nature – can be provided with each development or in certain key developments to offset the increase in density and loss of light and air that will result from development over the currently open corridor. The BRA commissioned study, A Civic Vision for Turnpike Air Rights in Boston, calls for a new public square fronting on Beacon Street, contained and underwritten by new buildings on other parts of Parcel 7 and activated in part by a proposed multimodal Yawkey Station. It also calls for a building on Parcel 9 that will help underwrite a new connection from the Fens to the Charles River through Parcel 10. Parcel 10 represents the section of the Pike that now cuts through Charlesgate, blocking access between the Fens and the Charles River Reservation. Given existing limited access to the Charles River Reservation from the Kenmore neighborhood, this is a critical recommendation of this corridor plan.

Planning in connection to the development of parking lots near Fenway Park may also yield open spaces near the Kenmore Square area.

Fenway

The 56 acres of the Back Bay Fens and an additional 20 acres of associated parkland (such as Lee Playground, Evans Way Park, and Charlesgate) dominate open space in this area. There are also some vest pocket parks and squares. The newest green space addition is a garden-style passive park that has helped relieve some of the impact of the high density in the West Fenway area. A

public-private partnership developed Ramler Park, a neighborhood park on Peterborough Street, sited on a half-acre parcel donated to the city. A substantial private fundraising campaign augmented the City's capital dollars to support both construction and on-going maintenance.

The Fenway has strong access to one of the city's premier parks, the Back Bay Fens. However, the City must equitably manage competing uses and assure that maintenance can address the wear-and-tear caused by heavy use. Broad based public/private capital investments will be needed to continue to make improvements in the Fens.

One major project in that regard will be the Linking the Corridors ISTEA project to install a new bike path and restore pathways in the Fens. It will also connect the Fens to the Southwest Corridor. With proposals being looked at for a Fenway Connector to Kenmore Square from the Riverway and a Fens-to-Charles connection possibly underwritten by Turnpike air-rights development, a post-Linking the Corridors Fens will be a major recreational node for the region as well as the neighborhood.

Potential development near Fenway Park includes the possibility of new publicly accessible open space for this neighborhood. The City and the community are also considering the creation of a pedestrian/bicycle path from Park Drive to the Kenmore Square area – the "Fenway Connector" – to be located for the most part on an abandoned CSX rail corridor. This is being examined as part of a multi-modal strategy to relieve traffic in the area. Developing new ways for people to travel in this area without cars will help enhance open space and recreational opportunities in this neighborhood. This pedestrian/bicycle path plan will also seek a connection to the paved path on the west side of the Riverway. Commuters and recreational users who want to travel to the Kenmore Square area and Commonwealth Avenue will have a more direct, but off-road route. This plan will make the Emerald Necklace bike and pedestrian paths even more useful. This more direct connection is particularly important given the discontinuity created by the current configuration of the Bowker Overpass/Charlesgate area.

Longwood

The major open space resources near Longwood are the southern Fens and the northern Riverway. Smaller open spaces exist within the fabric of institutional buildings. Open space on member institutions' property is coordinated by the Medical Academic and Scientific Community Organization, Inc. (MASCO).

MASCO works closely with public agencies such as the Parks Department, the Public Works Department, and the Transportation Department to help provide an open space system with maximum public access to, from, and within Longwood.

Several planning approaches are suggested in this densely-built area. Strengthening tree-lined linkages from this area to the Emerald Necklace will be one important planning approach. Such an approach will also enhance the effort to make this area's streets green, more campus-like, and livable for residential users. Linkages among open spaces within Longwood should be coordinated with the Emerald Necklace linkage approach. Efforts should continue to be made by MASCO and its member institutions to enhance existing plazas and small parks.

Continued cooperation and coordination among the interested parties – MASCO, its individual member institutions, the surrounding Fenway and Mission Hill communities, and the City administration itself – will help assure further open space improvements in Longwood.

The Emerald Necklace

Projects for improvements and restoration will be implemented according to the guidelines in the Emerald Necklace Master Plan. Connections will be made to make the system more unified and legible as a whole to facilitate use, improve public safety, and increase appreciation. Coordination by the Parks Department with City agencies such as the Landmarks Commission, community associations and Friends groups, the DCR, and other non-governmental organizations such as the Emerald Necklace Conservancy and MASCO will assure consensus for improvements in the Riverway, the Back Bay Fens, and along Commonwealth Avenue Mall.

RESTORING EMERALD WOODLANDS

A goal of the Emerald Necklace Master Plan is the restoration and improvement of the woodlands of the Emerald Necklace. In Fenway/Kenmore, the woodlands are found in the Riverway and the Back Bay Fens. While the trees help form the dominant visual impression in the Riverway, their presence in a woodland grouping is more limited in the Back Bay Fens. However, two areas in the Fens qualify for woodland status: the one-acre dell at Mother's Rest and the 600-foot-long, three-acre Longwood Entrance (the westernmost, panhandle portion of the Fens).

The Parks Department has begun to undertake an initiative to restore the woodlands in the Emerald Necklace. The Department released a report in 2000 on the woodlands initiative and anticipates further planning for woodland restoration in the Riverway and the Back Bay Fens using the protocols developed for the Franklin Park woodlands. Fundraising being undertaken by the Emerald Necklace Conservancy (ENC) will help support this effort. With institutional neighbors like the Longwood Medical Area, Northeastern University, Simmons College, and Emmanuel College to assist the ENC, the fundraising should achieve a substantial degree of success.

Advancing Connectivity

Charlesgate, the Back Bay Fens, and the Riverway are part of the Emerald Necklace. Olmsted originally designed this park system as a continuous linear system for ease of travel by pedestrians and horse-and-carriage. The Emerald Necklace Master Plan recommends restoration of this system that re-emphasizes the continuity/connectivity of this park system. Three advances toward that goal have been achieved in the recent past: the award of a federal/state transportation enhancement grant for the Linking the Corridors project; the improvements associated with the Landmark Center project; and the advocacy of the Emerald Necklace Greenway concept by BikeBoston, the local chapter of the Massachusetts Bicycle Coalition. This concept looks to restore the connectivity that Olmsted had designed into the Emerald Necklace park system. Various surface transportation projects in the 20th century have historically weighed the interests of motor vehicles over those of pedestrians and bicyclists. This has led to gaps and discontinuities in the Necklace's connectivity. It has become exceedingly difficult for pedestrians and bicyclists to connect from one part of the system to the other, and their safety has been compromised.

The Massachusetts Department of Environmental Management (a predecessor agency to the DCR) awarded a greenway grant several years ago to the BikeBoston group for a schematic conceptual consultant study of these gaps and discontinuities, and a public relations campaign to publicize the study's findings. The group developed an educational poster and a special event to increase public awareness of this issue. This group is continuing to work with the community, the public at large, and such public agencies as the DCR to improve the parkway system and other streets in order to restore its intended multi-modal character. This would restore the parkway system for the benefit of non-motorized

transportation and recreation, as well as for motorized transportation.

One gap identified by this study is at the "Sears Rotary." This is the set of traffic intersections where the Riverway, Park Drive, Brookline Avenue, the Fenway, and Boylston Street meet. A major advance toward connectivity was the return of the "Missing Link" parcel back to parkland. It is currently comprised of a lawn, several trees, and a stone dust path. As the Muddy River restoration project proceeds, the "daylighting" of the Muddy River in this section will take place as part of this project. Daylighting refers to recreating an open-to-the-sky river or stream where it was formerly confined to an underground culvert or pipe.

However, this restored link in the Emerald Necklace is still relatively inaccessible because of the high traffic volumes between it and the rest of the Emerald Necklace parklands. A recently proposed intersection design would reduce waiting times for pedestrians and bicyclists crossing in this area and would add parkland, but it has yet to be funded in the DCR budget. In the interim, as part of its development mitigation program/transportation access plan, the Landmark Center has implemented some signal, sidewalk, and lane striping improvements that have partly improved the crossing situation between the Riverway and the restored link parcel.

Another gap identified by the study – which has been well-known for decades – is the Bowker Overpass/Charlesgate area. It is the remaining "Missing Link," in function if not in ownership, and is located between the Back Bay Fens and the Charles River Reservation. Given the ever-increasing volume of traffic using this area and the advanced age of this overpass, pressure may also increase in the near future to reconstruct the structure with a multi-modal approach including pedestrian and bicycle users. On the other hand, the Emerald Necklace Master Plan calls for its removal. The proximity of the Turnpike – and the lucrative proposed air-rights developments – may also provide an alternative to the state capital budget for addressing this issue (see the Kenmore section of this Assessment section above). The TEA-21 Transportation Enhancements program may also be a funding source for part of this project.

During the latter half of the 1990s, the Massachusetts Highway Department (MHD) awarded a $1 million federal/state transportation enhancement grant for the Linking the Corridors project. Combined with over $700,000 in city capital funding and strong support from Northeastern University, this project will

convert old bridle paths into multi-purpose paths for use by pedestrians and bicyclists, restore pedestrian paths in the Back Bay Fens, and create a link between the Fens and the Southwest Corridor Park via a redesigned Forsyth Street. As this connection to the Southwest Corridor is also quite near the western terminus of the Melnea Cass Boulevard bike and pedestrian paths, it will provide access to the waterfront if the plans for the South Bay Harbor Trail are implemented as proposed. The Linking the Corridors project will thus have multiple benefits for commuter and recreational users of these corridors. The Parks and Recreation Department is undertaking design of the project while it awaits funding activation by the Massachusetts Highway Department (MHD) through its Transportation Improvement Plan (TIP) before proceeding with construction.

Cleaning the Muddy

Another avenue for open space improvement is less immediately visible but is nonetheless vital to the neighborhood's and the city's environmental health. The Muddy River, the waterway connecting Jamaica Pond to the Charles River, has had poor water quality for many years. Heavy flooding along the Muddy in the fall of 1996 and several subsequent flooding events caused significant damage in several Boston neighborhoods – most particularly the Fenway. Homes, businesses, institutions, and the MBTA Green Line's tunnel (including Kenmore Square Station) suffered multi-million dollar losses from these events.

After numerous study reports that recommended a variety of strategies to clean up the river, a consensus has developed. The proposed approach to the river's restoration is a multi-faceted one with five objectives:

- Providing flood control;
- Improving water quality;
- Enhancing riparian and aquatic habitats;
- Preserving historic landscape resources; and
- Instituting Best Management Practices (BMPs).

For greater flood capacity, the proposed plan elements include dredging of the accumulated sediments, daylighting the river at the Sears Rotary and Fens Bridge, and increasing culvert capacity. Dredging will also improve water quality and the aquatic habitat. The removal and replacement of invasive plants with diverse new plantings will improve the riparian habitat while achieving a landscape treatment more in keeping with historic and scenic considerations.

A planning, design, and engineering study based on this approach has been prepared that is examining various alternatives in order to generate a comprehensive, environmentally sound construction project. The study team has worked with a citizen's advisory committee to weigh the best course for this highly complex project. The study team submitted a draft environmental impact report in February 2002, and submitted a final environmental impact report in early 2003, with state environmental approval in 2003. Federal and state funding for construction has been secured. We are now awaiting the implementation of the project by the US Army Corps of Engineers.

On a separate track, but as part of the water quality improvements that affect the Fens, the Boston Water and Sewer Commission undertook a sewer separation project in the Stony Brook watershed. With funding support from the Massachusetts Water Resources Authority through its Combined Sewer Overflow (CSO) Facilities Plan, the project addressed the ongoing CSO discharges to the Fens that have provided a significant amount of the sediment accumulation in the lower Fens basins.

While it will be several years before the Muddy River restoration project is completed, the results will be well worth waiting for. Just as the improved water and scenic quality of Jamaica Pond has attracted people for strolling, fishing, sailing, and rowing, more users will likely flock to the Back Bay Fens and the Riverway once the water quality, scenic quality, and ecological habitat of the Muddy River – the heart of these two parks – has been significantly improved.

THE NEXT FIVE YEARS

To mitigate pressures and stresses from intense use, the Fenway/Kenmore area needs maximum protection and care of its precious existing open spaces. In the near term at least, the overuse and competing use of public parks can be diminished by promoting access to private recreational facilities, particularly for institution-based populations. In addition, development projects should include recreational components that serve neighborhood needs.

The restoration of the "Missing Link" through the development process at the Landmark Center should be an inspiration for the re-knitting together of the Fens, Charlesgate, Commonwealth Avenue Mall, and the Charles River Reservation in the years to come.

Long-term park improvements projects like Linking the Corridors and the Muddy River restoration will be a significant focus for the next five years.

Opportunities

Kenmore

- Advocate for protection of the Kenmore Square end of the Commonwealth Avenue Mall during any planning and design processes undertaken for a re-designed, greener Kenmore Square. Support public and private efforts toward a greener, more pedestrian- and bicycle-friendly Kenmore Square. Urge planning efforts to improve pedestrian and bicycle accommodations on Beacon Street, complementing the improvements made by the Town of Brookline on Beacon Street.
- Work with the Massachusetts Turnpike Authority and the BRA to ensure that open space amenities are included as part of the future Turnpike air rights developments. Explore the possibility of a linear pedestrian- and bicycle-friendly feature as part of all air rights developments, such as enhanced sidewalks and bike lanes or paths.
- Support implementation of the DCR Charles River Reservation Master Plan, especially for projects to improve access from this neighborhood.

Fenway

- Improve connections to the Fens via streetscape treatments of Westland Avenue and Ruggles/Louis Prang Streets.
- Enhance or add crosswalks and pedestrian-activated signalized crossings over the Fenway and Park Drive to

allow better access to the Back Bay Fens from the neighborhood.

- Work with the Massachusetts Turnpike Authority and the BRA to ensure open space amenities are included as part of the future Turnpike air rights developments. Seek to promote the possibility of a linear pedestrian and bicycle friendly feature as part of such developments, such as enhanced sidewalks and bike lanes or paths.
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

Longwood

- Support the recommendations for which there is general community consensus in MASCO's open space plan for the Longwood Medical Area. Work with MASCO and the DCR for better connections between the Longwood area and the Emerald Necklace. Work with MASCO for better connections between parks and open spaces within the Longwood area.

Neighborhood-wide

- Encourage and coordinate public/private coalitions with institutions, community groups, businesses, and property owners regarding maintenance and programming for neighborhood open space resources.
- Continue to enhance Parks Department maintenance resources, especially for turf management, trees, understory plantings, routine care of park furnishings, and graffiti removal.
- Seek cooperative agreements as well as alternative locations for additional publicly accessible play areas, ball fields, and courts, notably with colleges and hospitals.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle.
- Develop public/private partnerships with area institutions and businesses for park improvement projects.

The Emerald Necklace

- Work with various agencies and community groups to continue to rehabilitate the Riverway, the Commonwealth Avenue Mall, and the Back Bay Fens. Follow the Emerald Necklace Master Plan, the Emerald Necklace Sign Program, and the Boston Art Commission's Adopt-a-Statue Program. Work with groups such as the Emerald Necklace Conservancy and the Commonwealth Avenue Mall

Committee to determine community priorities and to implement specific capital projects.

- Institutionalize care and planting of trees in the Emerald Necklace parks and along the parkways. Use the Emerald Necklace Master Plan to create a planting plan for the Riverway and the Fens and as a shopping list for a plant donation program. Plant trees in the Fens and the Riverway annually, follow-up with proper care for new trees, and coordinate with the DCR parkway tree planting program. Establish cyclical care for existing trees and understory vegetation including pruning. Remove dead trees.
- Upgrade Clemente Field at Joseph Lee Playground in the Back Bay Fens to a more playable condition.

ADVANCING CONNECTIVITY

- Advance the Back Bay Fens Linking the Corridors Transportation Enhancements project to enable its construction soon after the Muddy River restoration project is completed.
- Improve connections to and between Emerald Necklace parks. Support projects that reduce pedestrian/bicycle waiting times in the Sears rotary area. Continue to reinforce the treatment of parkways as part of the adjacent parks. Designate and mark bicycle paths in the Fens through the Linking the Corridors project. Support the Fenway Connector proposal with an appropriate connection to the Riverway.
- Work with transportation agencies to use development and roadway projects to improve recreational connections and access, and to resolve conflicts between recreational users and automobiles along the length and at both ends of the Fens.
- Urge the DCR to begin the planning process for re-designing Charlesgate to accommodate pedestrian and bicycle connections from the Back Bay Fens to the Charles River Reservation. Urge the DCR to seek opportunities from the nearby Turnpike air-rights developments or TEA-21 Transportation Enhancements program for assistance in funding this large-scale enhanced multi-modal transportation/open space project.

CLEANING THE MUDDY

- Support the Muddy River restoration from Ward's Pond to the Back Bay Fens (including dredging) as the highest priority of the Parks Department and the City of Boston.

Community Priorities

- Revegetate the Riverway in both the upland and riverine environments per Emerald Necklace Master Plan and Muddy River Restoration Plan guidelines. Continue the MASCO/Parks Department partnership to implement Emerald Necklace Master Plan projects in the Riverway.
- Rehabilitate the Fens pathways. Address over-use issues without creating more active recreation in the Fens. Develop an appropriate signage program for bicycle safety in the Fens, following the Emerald Necklace Signage Master Plan approved by the Boston Landmarks Commission. Limit access to the turf by motor vehicles during events.
- Pursue the improvement of the Muddy River's water quality as a high priority.
- Support the Friends of Ramler Park fund-raising efforts to generate an endowment for this park's operation and care.
- Develop an Adopt-a-Tree program to enlist ongoing assistance from community residents, businesses, and institutions. Maintain and replace street trees throughout the neighborhood on a constituent request basis.
- Support efforts by community groups, institutions, businesses, and public agencies to maintain the image and appearance of the reconstructed Huntington Avenue.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Charles from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.
- Improve the upkeep of the Edgerly Road playground, especially the safety surfacing.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.8 Community Open Space & Recreation
HYDE PARK

Section 7.2.8: Community Open Space & Recreation HYDE PARK

THE SETTING

History
The last town annexed to Boston (1912), Hyde Park's history illustrates the original, independent identity of many of Boston's neighborhoods. It also illustrates the steady process that each neighborhood underwent as it came under the influence of Boston. Hyde Park had a manufacturing base as far back as the early 18th century with associated residential and commercial development. That manufacturing base was dependent on the major water resource of Hyde Park, the Neponset River. The Mother Brook Canal, built in the mid-1800s to connect the Charles to the Neponset, enhanced the river's flow. The first dam and paper mill were built in 1714 along the Neponset, near where the former Bay State Paper mill is located. By the late 1800s, industry (paper and cotton mills and other factories) grew so rapidly from the available water power that the town population increased a startling 900% from 1,512 persons in 1887 to 15,000 persons in 1912. Thanks to the extension of rail lines and the proximity to major highways, manufacturing continues to have a large place in Hyde Park's economy.

Another factor in the rapid population growth of Hyde Park in the late 19th and early 20th century was the introduction of the trolley and rail lines to and from Boston. New residents who worked in Boston sought the grassy lawns and lower housing density available in Hyde Park. The pull toward Boston was now taking hold. Dissatisfied with town water rates and service, Hyde Park voted to join Boston in 1911.

Hyde Park provided the backdrop for events in the women's suffrage and abolition movements. Speaking out for human rights were such Hyde Park residents as Angelina and Sarah Grimke, Mehitable Sunderland (the first doctor in Hyde Park), and Theodore Weld. The first black regiment mustered for the Civil War, the Massachusetts 54th – subject of the movie "Glory" – was trained at Camp Meigs in Hyde Park, as was James Munroe Trotter, the first black officer of the American Army.

While absorbed into Boston, Hyde Park has maintained a sense of its own independent spirit and identity. Residents were so dissatisfied with the Southwest Expressway proposal that in 1962 they petitioned their legislators to secede from Boston and join Norfolk County. Fortunately, both the secession and the expressway proposals failed.

Demographics/Housing

Hyde Park's total population declined by almost 1% from 30,223 in 1980 to 29,985 in 1990, then increased by almost 6% to 31,697 in 2000. This compares with Boston's 2.6% population growth between 1990 and 2000, and with the -3.5% loss in the adjacent southwest Boston suburban neighborhood of West Roxbury.

Hyde Park's minority population increased from 1980 to 2000. In search of family-oriented housing opportunities, minority groups have migrated primarily to Hyde Park's eastern sections, adjacent to largely minority Mattapan. The black share of Hyde Park's racial/ethnic mix in 2000 (41%) was somewhat more than Boston's as a whole (25%). Hyde Park's Hispanic population in 2000 was 13%, comparable to the citywide figure of 14%. The white population dropped from 72% in 1990 to 47% in 2000.

Hyde Park remains a family-oriented neighborhood. Its average household size was 2.7 persons, larger than Boston's 2.3 figure. Its age pyramid was closer to the hourglass shape than Boston's: the age groups at the top (45 and over) and at the bottom (0-17) were a larger share than for Boston; and, for the age groups of 18-44, they are a smaller share than for Boston. In 2000, persons aged 17 and under represented 26% of the neighborhood population, while for the city, it was only 20%. The dominant household type was the family: 84% of persons were in family households, versus 65% for Boston (2000).

The Hyde Park 2000 median annual household income was $44,704, above Boston's median annual household income of $39,629. Poverty has affected a much smaller percentage of persons and families in Hyde Park than in the city of Boston as a whole, with 10% of Hyde Park's population estimated to be below poverty level compared with a figure of 20% citywide.

Demographic and Housing Profile

Population	
2000 Census	31,697
1990 Census	29,985
1980 Census	30,223
Population growth/decline, 1990 - 2000	5.71%
Population growth/decline, 1980 - 1990	-0.79%

Age		
0 to 4	2,123	7%
5 to 9	2,327	7%
10 to 14	2,440	8%
15 to17	1,275	4%
18 to 24	2,662	8%
25 to 44	9,884	31%
45 to 64	6,714	21%
65 to 74	2,115	7%
75 to 84	1,615	5%
85 and over	542	2%

Race	% of Total Population
White alone	47%
Black or African American alone	41%
American Indian and Alaska Native alone	0%
Asian alone	2%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	6%
Two or more races	4%

Latino Status	% of Total Population
Not Hispanic or Latino	87%
Hispanic or Latino	13%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	12,872
1990 Census	11,245
1980 Census	10,634
Household Growth/Decline, 1980-1990	5.75%
Household Growth/Decline, 1990-2000	14.47%

Population by Household Type	% Persons
Family households	85%
Non-family households	14%
Group quarters	1%

Average Household Size	Persons per Household Type
All Households	2.72
Family Households	3.45
Nonfamily Households	1.20

Persons Per Household	Households	%
1-person households	3,114	24%
2-person households	3,080	24%
3-person households	2,002	16%
4-person households	1,604	12%
5-person households	950	7%
6-person households	457	4%
7-or more person households	299	2%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	4,835.7
1990 Census	4,797.6
2000 Census	5,071.5
Density Change 1980 to 1990	-38.1
Density Change 1990 to 2000	273.9

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	59%
Renter occupied	41%

Total Occupied & Vacant Housing Units in Structure	
Single units	48%
Double units	24%
3-9 units	14%
10-19 units	3%
20-49 units	6%
50 or more units	5%
All other	0%
Single/Multiple Unit Ratio	0.9

Household by Number of Vehicles Available	
No vehicles	17%
1 vehicle	44%
2 vehicles	29%
3 or more vehicles	10%

Median Household Income
$44,704

Civilian Unemployment Rate
5.5%

Poverty Rate
10.4%

Single-family homes (48%) and double units (24%) made up nearly three-quarters of the housing stock. The 2000 owner-occupancy figure of 59% of households was one of the highest rates in Boston.

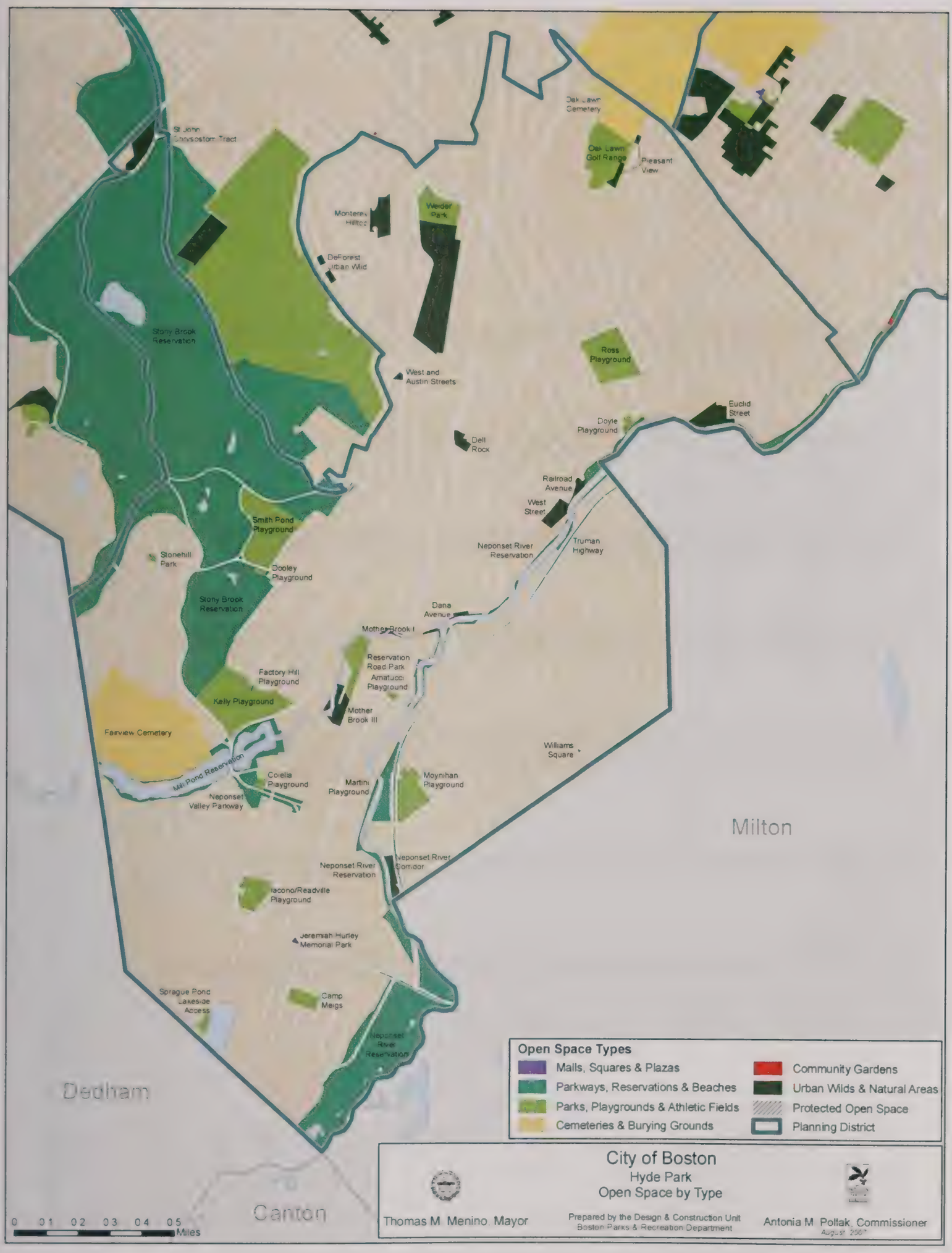
THE OPEN SPACE SYSTEM TODAY

Equity and Investment
Hyde Park has a total of 619 acres in its open space inventory of parks, playgrounds, squares, malls, and other open spaces. Of this total, 588 are considered protected. This constitutes a ratio of 18.57 acres of protected open space per thousand persons, which compares very favorably to the city's ratio of 7.47 acres per thousand persons.

The City of Boston invested close to $4 million in improving its parks, squares, and recreation facilities in Hyde Park, from Amatucci Playground to George Wright Golf Course. Stonehill Park was an old children's play lot held by the federal government which went into disrepair. The city bought it a few years ago and recently rehabilitated the play lot.

Hyde Park Capital Projects 2001-2006	
Amatucci Playground	$230,027
Fairview Cemetery	$937,463
George Wright Golf Course	$2,178,342
Reservation Road Park	$305,107
Stonehill Park	$345,607
Total	$3,996,547

Assessment
The large amount of open space in Hyde Park affords it great diversity – downtown squares, playing fields and courts, and remote natural areas are all available in this neighborhood. The largest holder of open space in this neighborhood (470 acres) is the DCR. Their major holdings are in the Stony Brook and Neponset River Reservations. Access to these natural lands by mass transit – either MBTA bus or commuter rail - makes these reservations valued parts of Boston's inventory of close-to-home outdoor recreation experiences.


St John Chrysostom Tract
Oak Lawn Cemetery
Oak Lawn Golf Range
Pleasant View
Monterey Hilltop
Weider Park
DeForest Urban Wild
Stony Brook Reservation
Ross Playground
West and Austin Streets
Euclid Street
Doyle Playground
Dell Rock
Railroad Avenue
West Street
Smith Pond Playground
Neponset River Reservation
Truman Highway
Stonehill Park
Dooley Playground
Stony Brook Reservation
Dana Avenue
Mother Brook I
Reservation Road Park
Amatucci Playground
Factory Hill Playground
Kelly Playground
Mother Brook III
Fairview Cemetery
Williams Square
Mill Pond Reservation
Corella Playground
Neponset Valley Parkway
Martini Playground
Moynihan Playground
Milton
Neponset River Reservation
Neponset River Corridor
Iacono/Readville Playground
Jeremiah Hurley Memorial Park
Sprague Pond Lakeside Access
Camp Meigs
Neponset River Reservation
Dedham
Canton
0 0.1 0.2 0.3 0.4 0.5 Miles
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
Hyde Park
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Amatucci Playground											1						1											
Camp Meigs		1								1		2					1		1									
Colella Playground			1																									
Dana Avenue																												
DeForest Urban Wild																												
DeForest Urban Wild																												
Dell Rock																												
Dooley Playground																	1											
Doyle Playground																												
Euclid Street																												
Factory Hill Playground																	1											
Fairview Cemetery																												
Iacono/Readville Playground	1									2		2					1		1									Bocce
Jeremiah Hurley Memorial Park																												
Kelly Playground	1	1	1						2										2									
Martini Playground										1		2							1								1	Performance Shell
Mill Pond Reservation																			1									
Monterey Hilltop																												
Monterey Hilltop																												
Mother Brook I																												
Mother Brook III																						X						
Moynihan Playground	1									1		2					1											
Neponset River Corridor																												
Neponset River Reservation																												
Neponset River Reservation																												
Neponset Valley Parkway																			1									
Oak Lawn Cemetery																												
Oak Lawn Golf Range																												
Pleasant View																												
Pleasant View																												
Railroad Avenue																												
Reservation Road Park									1										1								1	Skateboard Facility
Ross Playground	1	2	1						1	2		1	1				1		1								1	
Sherrin Woods																						X						
Smith Pond Playground I												3																
Smith Pond Playground II	1	1							1										1								1	
Sprague Pond Lakeside Access																												
Stonehill Park																	1											
Stony Brook Reservation I																						X					2	Piers (2), Pools (2), Ice Rink
Truman Highway																												
Weider Park											1	1					1		1									
West and Austin Streets																												
West Street																												
Williams Square																												

ACTIVE RECREATION NEEDS

Both the Parks Department and the DCR manage several active recreation facilities in Hyde Park. Parks Department facilities such as Iacono Playground in the Readville (southwest) area and Ross Playground in the northeast portion of Hyde Park provide a wide variety of activities from basketball, tennis, and street hockey to baseball, softball and children's play lots. The DCR facilities help to supplement these city facilities, particularly Kelly Field, which includes soccer, football, baseball, and softball fields. A recreational facility for disabled youth, the Thompson Center, is located in DCR's Stony Brook Reservation.

Children's play lots are distributed throughout Hyde Park, with five of the eight play lots owned by the DCR. Most are located west of Hyde Park Avenue and the Amtrak/MBTA rail line. These play lots are supplemented where available by play lots in schoolyards.

Most open spaces in Hyde Park are also located west of Hyde Park Avenue and the Amtrak/MBTA tracks – two access barriers lying side-by-side, splitting this neighborhood in two. Large residential areas east of these north-south transportation corridors have few close-to-home recreation areas available. This is critical in terms of children's play lots. An abandoned DCR children's play lot located between River Street and the Neponset River, Doyle Playground is located east of these twin access barriers. It is anticipated that DCR will install a new play lot at this site in the near future.

Recent investment by the City in its park spaces has resulted in increased use of these facilities. Yet the predominance of DCR facilities in Hyde Park means the state's current financial condition has impacted this area's access to recreational opportunities. (Please see the Community Priorities section below.) Given the strength and stability of Hyde Park's residential areas and the lack of vacant land in those areas, the opportunities for acquiring additional facilities are extremely limited. Improvement of all existing facilities will help minimize the flaws in the spatial distribution of open space in Hyde Park. It is hoped that the state's recent renewed emphasis on funding its existing recreational facilities will positively impact the needs in Hyde Park.

"A River Runs Through It:" Rivers, Trails, and Greenways

Another major factor in assessing open space in Hyde Park is the type of open space available. The proportion of open space devoted to natural areas is indeed large. Without natural areas such as the DCR Stony Brook and Neponset River Reservations and the smaller urban wilds, Hyde Park's total open space falls from 618 acres to 161 acres; the total open space acres per thousand persons ratio falls from 19 to 5. However, the near-ubiquitous presence of private backyard space and the presence of schoolyards helps to ameliorate this deficiency, making it much less keenly felt than in more dense, highly urbanized neighborhoods.

The DCR's Stony Brook Reservation is the most significant open space for Hyde Park. It is a regional facility containing large natural tracts crisscrossed by trails and paths, parking for visitors, and a pond (Turtle Pond) with fishing docks. No other neighborhood can match the trail-oriented, natural resource-based outdoor recreation it provides. Additional programming, trail and dock reconstruction, and better trail maintenance (there has been some attention to the worse deficiencies of the bike path) would make this facility better and more safely used by a wider group of neighborhood residents, other city residents, and out-of-area visitors.

The other DCR reservation in Hyde Park is the Neponset River Reservation. Until its southernmost reaches in Hyde Park, this reservation is made up of thin tracts of riverbank along either side of the river. While the reservation from Mattapan Square eastward has received attention from the Lower Neponset River Reservation Master Plan (the Phase I Plan), a new phase of planning has extended the scope of consideration westward to Hyde Park. The Department of Conservation and Recreation (DCR) began work on a Phase II master plan for a major section of the Neponset River Reservation from Central Avenue in Milton to Paul's Bridge in Hyde Park and Milton. This area is approximately 125 acres in size with over 11 miles of river banks. Guiding principles in developing the plan include the protection and enhancement of the ecological systems along and in the Neponset River, enhancement of recreation opportunities, and protection and enhancement of the river as a living system. This plan provides access to the river, a continuous trail connecting to the Phase I trail, five MBTA stations

and several private development sites along the river, as well as a wide range of recreation opportunities for the adjacent neighborhoods and region. The plan, completed in 2006, also includes recommendations for property acquisitions, management, operations and public and private funding sources.

The Massachusetts Department of Conservation and Recreation (DCR) is working on an initiative to begin marking bicycle lanes along Brush Hill Road and Truman Parkway from Mattapan Square in Boston to Paul's Bridge in Readville and the Neponset Valley Parkway in Readville and Milton. The goal of this initiative is to provide better bicycle access along the Parkway, a wide, four-lane roadway with a seven-foot-wide shoulder. The painted bicycle lane will occupy five feet of the shoulder. Plans are to eventually create a raised bicycle path along the Parkway by extending the curb another few feet into the roadway and developing a raised bike and pedestrian path alongside, similar to paths along the Esplanade in Boston. The initiative is one of the early-action items of the Neponset River Master Plan Phase II. This early action will help increase awareness of this open space opportunity and support for the plan.

Another opportunity for linking people to the Neponset will likely involve any future re-development of the old Stop & Shop warehouse site off the Neponset Valley Parkway. This site is just south of the southern terminus of Truman Highway, and just west of the Fowl Meadow portion of the Neponset River Reservation. With residential development being discussed for this site, connections to the parkland and to nearby trail systems will be part of the mix, given the concentration of recreational opportunities and resources found in this area.

At some future point, DCR planners should look at Mother Brook. The concept would be to connect the Neponset River to the Charles River via Mother Brook. This would result in a continuous riverside greenway from the mouth of the Neponset to the mouth of the Charles (the DCR is also working on the other prong: "the agency's larger goal [is] to extend the Charles River greenway 14 miles to Brook Farm in West Roxbury" (http://www.mass.gov/dcr/masterPlans.htm)). The Harborwalk system would then connect the mouth of the Neponset to the mouth of the Charles to form a continuous open space system encircling Boston ... a "Blue-and-Green Ring." The City will assist with planning and through other means, but the major role in realizing this concept will be in the hands of the DCR. As the Neponset

River Reservation Master Plan gets fully implemented, this concept of Mother Brook as an open space connector between the Charles and the Neponset will gain more attention from the public. This will be a new open space frontier for Hyde Park in the years and decades to come.

Access to Nature

Hyde Park is blessed with natural areas, from woods and wetland areas such as the Sherrin Street Woods and the huge Stony Brook Reservation to riverside access areas like Mill Pond and the Reservation Road park/urban wild. Of the few natural areas still remaining in private hands, the one key parcel in Hyde Park is the Euclid Street urban wild along the Neponset. The Euclid Street tract provides access to the Neponset. This parcel should be sought at some future point for acquisition by the DCR.

Sherrin Street Woods may be suitable as a site for wetland restoration and flood storage in the Stony Brook watershed. Such concepts should be explored along with improvements to its signage and its trails. Maintenance via crews managed by the Parks Department Urban Wilds Initiative should continue at this and other Hyde Park urban wilds owned by the city.

Townscape and Scenic Improvements

Attractive parkways such as Truman Parkway, Enneking Parkway, Turtle Pond Parkway, and the Neponset Valley Parkway traverse Hyde Park. Hyde Park has recently seen improvements in its squares, such as Cleary Square, Jeremiah Hurley Memorial Park, Logan Square, and Williams Square, to make them more attractive and usable for passive recreation. A key action for the future of Hyde Park's image has been the reconstruction of Hyde Park Avenue, the main artery connecting Hyde Park to neighborhoods to the north. The Public Works Department collaborated with the Parks Department to assure that attractive plantings of street trees and at-grade features were part of the design.

The Parks Department also enhanced Hyde Park Avenue for the long term by acquiring the Dell Avenue Rock urban wild. This urban wild, whose Hyde Park Avenue face presents a cliff-like appearance, serves as a kind of "Gibraltar," standing sentinel as pedestrians and cars enter and leave the greater Cleary Square area.

Other arteries should be investigated to determine if enhanced streetscape treatments and accommodations for pedestrians and bicyclists can be provided. Such improvements should be coordinated to better connect open space resources in the neighborhood and with resources beyond the neighborhood.

Fairview's Future

One of the City of Boston's active cemeteries, Fairview, is located in Hyde Park near the DCR Stony Brook Reservation. It is one of several active City-owned cemeteries which are being improved under the City's capital program. Improvements have included renovations to the administration building. Plans are underway to provide expanded burial space for needs until the year 2030. Burial expansion costs and maintenance are funded through cemetery trust funds, managed by the Trust Office.

THE NEXT FIVE YEARS

All of Hyde Park's city-owned parks have been rehabilitated in the last 20 years through the City's capital improvement program. Maintenance of this investment is a key desire of the community. Improving the supply of facilities in underserved areas of Hyde Park where possible will be a target for planning in the years to come. Improving access to the shores of Mother Brook and the Neponset River will continue to be an important planning theme. Upgrading the aesthetics of major thoroughfares to match the green character of its residential neighborhoods will help complete the open space picture for Hyde Park.

Opportunities

ACTIVE RECREATION NEEDS

- Improve the usability of schoolyards for after-school use by neighborhood residents. This action would help address the needs of certain areas with few open space resources, particularly active children's play spaces.
- Support the DCR as it addresses the backlog of capital needs at its facilities in Hyde Park, particularly at Weider Park.
- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, such as at Fairview Cemetery and George Wright Golf Course.

RIVERS, TRAILS, AND GREENWAYS

- Support the DCR in its efforts to put capital investment into restoring the trails, paved paths, and fishing docks at Stony Brook Reservation, and operating budget dollars into trail maintenance and nature interpretation programming.
- Work with the DCR and the Boston Conservation Commission (BCC) to increase both linear and point access to the bank of Mother Brook in the Stony Brook Reservation and the Neponset River Reservation. Look at streets that connect River Street to the Neponset, and bridges that cross it, for access opportunities. Public safety should remain a prime consideration. Encourage public support of the Mother Brook Greenway as a key link in the "Blue-and-Green Ring."
- Improve access to Mother Brook through new pedestrian connections between DCR facilities on and near Mother Brook at River Street (Colella Playground, Factory Hill

Playground, and Kelly Field). Investigate traffic improvements to enable users to safely cross River Street between these sites.

- Take measures to clean the urban wilds and natural areas along the Neponset and provide public access that will help limit misuse of the sites for dumping. Target sites near the dense Cleary Square sub-neighborhood and close to the Fairmount commuter rail stop.
- Work with the MBTA to improve access to the Neponset at the Fairmount commuter rail stop. Make this site an attractive destination for non-commuters as well as waiting commuters with a decorative fence and seating area.
- Support the DCR in its future efforts to implement its Phase II master plan for environmental protection, recreational use, and public access along the Neponset River. Support the DCR's implementation of the early action item of bike lanes along Brush Hill Road (Milton) and Truman Highway (Hyde Park).
- Encourage the DCR to set up an environmental indicators monitoring system for its natural resource-based holdings – the Stony Brook, Neponset River, and Mill Pond/Mother Brook Reservations.
- Make recreational/open space planning part of the early discussions for any proposed re-development of the old Stop & Shop warehouse site. Make future trails and bike paths here a contribution to the community as well as an asset for the development, knitting the new development into the neighborhood and the larger regional open space system.

Access to Nature

- Work with the Boston Water and Sewer Commission (BWSC) and the BCC on the proposal to restore Stony Brook as an open-to-the-sky stream at the Sherrin Street Woods for better flood storage capacity and enhanced wetlands and wildlife habitat.
- Support DCR efforts to acquire the Euclid Street urban wild for incorporation into the Neponset River Reservation.

Townscape and Scenic Improvements

- Green-up and make more bicycle-friendly such major thoroughfares as River Street, Cummins Highway, Greenfield/Rector Road, and Poplar/Canterbury Street.

Community Priorities

ACTIVE RECREATION NEEDS

- Protect the significant capital investments accomplished in the parks under BPRD jurisdiction with the consistent maintenance standard developed in the recent past.
- Keep public safety a priority, particularly at Ross Field. Develop more multiple use activities at the sites affected. Work with the Police Department to develop an appropriate response.
- Support the DCR's efforts to further improve maintenance of its Hyde Park playgrounds and parks. Sustain existing DCR recreation opportunities through an improved, consistent standard of maintenance, given that a significant portion of this neighborhood's open space is in DCR hands.
- Determine the need for recreational space with the Garfield BHA housing development.

ACCESS TO NATURE

- Protect and nurture urban wilds such as Sherrin Street Woods through maintenance by the Parks Department's Urban Wilds Initiative.
- Protect the Fowl Meadow area from any proposed nearby development offered in the coming years.

FAIRVIEW'S FUTURE

- Support the Police Department in their efforts to control the occasional vandalism that occurs in Fairview Cemetery.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.9 Community Open Space & Recreation
JAMAICA PLAIN/
MISSION HILL

Section 7.2.9
Community Open Space & Recreation
JAMAICA PLAIN/MISSION HILL

THE SETTING

The neighborhood of Mission Hill is included within the BRA-designated Jamaica Plain planning district. Primarily located west of Stony Brook, both were once part of the Town of Roxbury.

History

Jamaica Plain

The secession of West Roxbury from the Town of Roxbury in 1851 included Jamaica Plain in the new town. In fact, what we now know as Jamaica Plain was the most urbanized area of the Town of West Roxbury. The village had developed along its earliest major streets, Centre Street and Washington Street (originally the Norfolk and Bristol Turnpike, opened in 1803). In the latter half of the 18th century, wealthy citizens built summer estates – such as Commodore Joshua Loring's 1760 house on Centre Street – in what was even then known as scenic Jamaica Plain. Jamaica Pond was the major water source for Boston from 1795 to 1845.

The wholly bucolic character of Jamaica Plain began to change in 1834 when the Boston and Providence Railroad was built through the Stony Brook Valley. The combination of the Stony Brook's water power and improved transportation access brought industrial development. Cottages for workers were built. Commuters to Boston were now able to live in Jamaica Plain on the farms and estates subdivided for housing. By 1873, West Roxbury had voted to annex itself to Boston. With the extension of streetcar service from Roxbury to West Roxbury along Centre and Washington Streets after 1890, less affluent middle class commuters moved in, accelerating the subdivision of large tracts and tying the village's fate further to that of Boston.

Jamaica Plain was less intensively developed than Roxbury and most of Dorchester. Its most intensively developed districts were in the area of Centre Street, Green Street, the Boston and Providence Railroad in the Stony Brook Valley, and the area near Franklin Park at Egleston Square. Triple-deckers were built near the Roxbury line, at Forest Hills, near Hyde and Egleston Squares, and in the manufacturing districts along the Stony Brook Valley. Elsewhere, single- and two-family detached houses predominated. The

commercialization of Centre Street supported residential growth, as did the electrification of streetcars beginning about 1890.

With the decrease in rural character in the mid-1800s, open space began to emerge as a means to help maintain the community's desirable qualities. Even before the development of a formal park system, open space was developed. Forest Hills Cemetery, a rural cemetery modeled on Mount Auburn Cemetery in Cambridge, was consecrated in 1848. Benjamin Bussey gave 250 acres to Harvard University in 1842 for what became the Arnold Arboretum. Olmsted later designed the Arboretum to fit with the pastoral landscape style of the other Emerald Necklace parks.

When the Parks Department was established in 1875, its first report a year later identified Jamaica Pond as a key feature in parks for Boston. Jamaica Pond was landscaped between 1894 and 1898. Other scenic lands of this area were preserved and incorporated into the system now known as the Emerald Necklace, providing an escape from the urban pressures of late 19th century.
Three distinct types of housing were built after 1940 that reflect Jamaica Plain's residential character: suburban houses along the curving streets of Moss Hill (subdivided beginning in the 1920s), public housing on Heath Street (1941) and Centre Street (1954), and a luxury high rise tower on the Jamaicaway (1964). The public housing developments included two playgrounds.

With the completion of the new MBTA Orange Line in 1987, the opening of the Southwest Corridor Park (27 acres in Jamaica Plain), and the reinvestment represented by new homebuyers of houses and condominium conversions, Jamaica Plain in the 1980s became a very desirable neighborhood in which to live. Open space, mass transit access, and relatively low-scaled tree-lined residential streets continued to attract new residents in the 1990s through to the current decade, but has put pressure on long-time lower-income and elderly residents to match the housing prices generated by the new demand. Yet the ethnic, economic, and lifestyle mix of people, many with a strong sense of community, has continued to make Jamaica Plain one of Boston's most vibrant neighborhoods.

Mission Hill

Mission Hill developed as part of the town of Roxbury. During the 1700s, the Parker Hill area was divided into large estates; its name derives from the property of John Parker. Heath Street is named for another original property owner. By the early 1800s, streets encircled lower Parker Hill; houses and farms had proliferated, and many still belonged to the area's early families. Development was dense in the Parker/Tremont Street area. Industry along Stony Brook included dye works and the largest concentration of breweries in Boston.

In the 19th century, the Mission Hill neighborhood gained much of the character and form it retains today during a period which brought rapid growth to Roxbury. Part of lower Parker Hill was laid out with subdivisions before the Civil War. The neighborhood became firmly defined after the Civil War with the annexation of Roxbury by Boston in 1867 and the establishment of the Mission Church on Tremont Street, completed in 1878. The extension of streetcar and sewage service in the period from 1860 to 1880 increased development and population in this area. A new building boom occurred in the 1885 to 1895 period, primarily low-cost wood frame houses.

Today, Mission Hill's residential streetscapes are set among large institutions. This "strange bedfellowship" accelerated after 1900. Institutions began to move from cramped downtown locations to this area where low-priced vacant land and public transit accessibility matched their need for larger facilities. The New England Baptist Hospital has been located on top of Parker Hill since 1895 and its present-day Old Main building was constructed in 1924. The Robert B. Brigham Hospital was built in 1914.

The Wentworth Institute of Technology was built in 1916 on a site formerly occupied by cordage works. The Annunciation Greek Orthodox Cathedral of New England was built in 1923.

Mission Hill has seen several large-scale residential developments in the 20th century: the Mission Main and Mission Extension BHA public housing projects; the Whitney Redevelopment Project, which includes the Charlesbank Apartments, Back Bay Manor, and Franklin Square Apartments; Mission Park, a publicly-subsidized mixed-income project near the Riverway and Huntington Avenue; and the Back of the Hill Development, sponsored by the Boston Bricklayers Union.

Demographics/Housing
Except where noted in the Mission Hill section below, the Demographics/Housing discussion for Jamaica Plain/Mission Hill uses Census figures for the BRA-designated Jamaica Plain planning district, which includes Mission Hill.

There has been a turnaround in the major demographic trend of population loss in Jamaica Plain/Mission Hill. The 1960, 1970, and 1980 censuses each showed a declining population. But the 1990 census showed a population increase over the 1980 figure, an increase even greater proportionally than for the city as a whole: 4.23% versus 2.01%. Jamaica Plain/Mission Hill's improved mass transit access (the then-new Orange Line), attractive housing stock, and abundant open space may help explain that population increase.

The year 2000 Census figure for the Jamaica Plain/Mission Hill planning district population, 38,074, represents a significant decline of 7.13%. However, much if not all of this decline may be explained by the temporary displacement of the population of the Mission Main public housing development in Mission Hill during the total reconstruction of the development that occurred at the time of the 2000 Census.

Jamaica Plain/Mission Hill generally mirrors the city as a whole in terms of age distribution, with the biggest difference in the 25 to 44 age range: 39% for Jamaica Plain/Mission Hill versus 36% for the city.

The racial and ethnic mix of people in Jamaica Plain/Mission Hill is diverse. It has the second largest Hispanic community in Boston: 23% of its population is Hispanic (Latino). While 2000 Census figures show a decrease in black and Hispanic persons as against 1990 figures, this is likely due again to the temporary displacement of the population of the Mission Main public housing development cited above.

Household composition in Jamaica Plain/Mission Hill is also mixed and varied. It has a generally similar average household size compared to Boton, except for non-family households, where the figure of 1.58 is larger than the 1.39 figure for Boston. The percentage of persons in non-family household is 36% versus 29% for Boston. Household growth jumped from a 5% increase in 1980-1990 to 10% in 1990-2000.

Demographic and Housing Profile

Population	
2000 Census	38,074
1990 Census	40,995
1980 Census	39,331
Population growth/decline, 1990 - 2000	-7.13%
Population growth/decline, 1980 - 1990	4.23%

Age		
0 to 4	1,751	5%
5 to 9	1,854	5%
10 to 14	1,849	5%
15 to17	1,255	3%
18 to 24	5,218	14%
25 to 44	14,946	39%
45 to 64	7,115	19%
65 to 74	1,925	5%
75 to 84	1,481	4%
85 and over	680	2%

Race	% of Total Population
White alone	59%
Black or African American alone	18%
American Indian and Alaska Native alone	1%
Asian alone	7%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	12%
Two or more races	4%

Latino Status	% of Total Population
Not Hispanic or Latino	77%
Hispanic or Latino	23%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	15,694
1990 Census	14,238
1980 Census	13,521
Household Growth/Decline, 1980-1990	5.30%
Household Growth/Decline, 1990-2000	10.23%

Population by Household Type	% Persons
Family households	59%
Non-family households	36%
Group quarters	5%

Average Household Size	Persons per Household Type
All Households	2.31
Family Households	3.21
Nonfamily Households	1.58

Persons Per Household	Households	%
1-person households	5,327	34%
2-person households	5,116	33%
3-person households	2,456	16%
4-person households	1,511	10%
5-person households	797	5%
6-person households	278	2%
7-or more person households	209	1%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	12,811.4
1990 Census	13,353.4
2000 Census	12,402.0
Density Change 1980 to 1990	542.0
Density Change 1990 to 2000	-951.5

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	32%
Renter occupied	68%

Total Occupied & Vacant Housing Units in Structure	
Single units	15%
Double units	14%
3-9 units	42%
10-19 units	9%
20-49 units	8%
50 or more units	12%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available	
No vehicles	30%
1 vehicle	47%
2 vehicles	19%
3 or more vehicles	3%

Median Household Income
$41,524

Civilian Unemployment Rate
5.5%

Poverty Rate
20.9%

The poverty rate mirrors the citywide number, while the median income level is higher than the citywide figure ($41,524 versus $39,629). Unemployment was lower, 5.5% versus 7.2% for Boston.

The population density for Jamaica Plain/Mission Hill in the 1990-2000 period decreased, again likely due to the evacuation of the Mission Main public housing development during the 2000 census count period.

Jamaica Plain/Mission Hill has a varied housing stock – smaller multi-family apartment buildings, triple-deckers, one- and two-family homes of both historic and contemporary suburban character, a luxury high-rise apartment tower, luxury multi-family condominium complexes, and large public housing developments. Many buildable lots have been filled in with new housing during the 1990s and into the first decade of the 21st century. Almost 70% of the dwelling units are renter-occupied.

Finally, the number of Jamaica Plain/Mission Hill households owning no motor vehicles is 30%, a lower percentage than for Boston (35%).

Mission Hill

Although Mission Church originally served as a German parish, soon Irish immigrants moved in to take advantage of affordable housing and nearby jobs. The growing brewery industry continued to be owned by German immigrant families. More streets were developed on lower Parker Hill, lined by brick single-family rowhouses. Streets on the upper part of the hill were laid out in the 1880s. Triple-deckers were added in the 1890s, as were apartment blocks built along Tremont Street and brick bowfront apartments lining Huntington Avenue. In the early 20th century, two-family houses filled in vacant areas. The neighborhood fabric generally retains a cohesive Victorian and Edwardian feeling, although public housing and high-rise apartments were added during and after World War II. Most of the back (southern part) of Mission Hill has 1980s housing – infill housing to replace triple deckers destroyed earlier in anticipation of institutional expansions that did not materialize – that echoes the scale of the South Huntington Avenue rowhouses.

Mission Hill today is very culturally diversified. A sizable Hispanic community has joined the longstanding Irish population. Many other groups contribute to the ethnic tapestry of the neighborhood, including Italians, African-Americans, Asians, and a sizable number of Somalian families. Mission Hill has families with children, young professionals, an elderly population, students, and hospital/medical area workers.

The strong economy during the 1980s and 1990s, and on into the first decade of the 21st century, has led to a strong reinvestment in existing private housing. This has been reinforced by the wholesale rehabilitation that has taken place at the Mission Main BHA public housing development, from a stark brick-faced complex to a more small-scaled residential grouping of peak-roofed wood frame houses and a residential-style grid of streets, with a network of open spaces.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
Jamaica Plain/Mission Hill has a total of 543 acres in its open space inventory of parks, playgrounds, squares, community gardens and malls, 411 of which are protected. Blessed with a great variety and quality of open spaces, Jamaica Plain has an open space ratio of 10.79 acres per thousand persons, well above the city ratio of 7.47.

Because of the higher density of this neighborhood, Mission Hill's residents have a more limited amount of open space than Jamaica Plain as a whole, when considering only neighborhood playgrounds, community gardens, and urban wilds. There is a need for improved access to the Emerald Necklace parks, given their proximity, yet institutional land owners and the Jamaicaway traffic serve as barriers. In addition, access to and protection of urban wilds and institutional open space – such as the Harvard Quarry Urban Wild (now the Kevin Fitzgerald Park) and the Parker Hilltop owned by New England Baptist Hospital (but protected by a conservation restriction) – can add significantly to the community's open space resources.

The City of Boston invested over $4.5 million in improving its extensive park and recreation facilities in Jamaica Plain (see table). Playgrounds like Parkman, Mission Hill, Jefferson, and McLaughlin, and regional facilities such as Jamaica Pond Park and the English High School Athletic Fields have been rehabilitated as a result of the city's capital improvement program.

Jamaica Plain Capital Projects 2001-2006	
English High School Athletic Fields	$1,715,913
Forbes Street Playground	$285,128
Jamaica Pond Park	$59,456
Jefferson Playground	$622,300
McLaughlin Playground	$617,800
Mission Hill Playground	$744,739
Murphy Playground	$50,000
Parkman Playground	$416,087
Total	$4,511,424

Brookline
Riverway
Hanson Square
Brigham Circle Plaza
Mission Hill Playground
Tobin Community Center Garden
Kevin Fitzgerald Park
Gibbons Playground
Allegheny Street
Iroquois Street Woods
Back of the Hill
Parker Hilltop
Judge Street
Mission Hill Community Garden
BNAF Parcel
McLaughlin Playground
Lawn Street Garden
Jefferson Playground
Jamaicaway
Olmsted Park
Heath Square
Hennigan Schoolyard
Walden Street Community Garden
Nira Rock
Nira Avenue Garden
Round Hill Street Garden
Bromley Heath Play Area
Willow Pond Meadow
Arcola Park Garden
Olmsted Park
Mozart Street Playground
Chestnut Street
Mahoney Square
Forbes Street Garden
Southwest Corridor Community Farm
Rock Hill
Forbes Street Playground
Perkins Street
60 Paul Gore Street Garden
Paul Gore Street Playground
Oakview Terrace
Paul Gore/ Beecher Street Garden
Parkman Memorial
Beecher Street Play Area
Jamaica Pond Park
Hellenic College Athletic Field
Lamartine/Hubbard Streets Garden
Parley Vale Preserve
Southwest Corridor Park
Jamaicaway
Lawndale Terrace Garden
Chapman
Oakdale Street Community Garden
Starr Lane Park
Arborway
Johnson Park I
Brewer/Burroughs Tot Lot
Bowditch Garden
Johnson Park II
First Church Cemetery
Soldier's Monument
Centre Street
South Street Mall
South Street Courts
Murphy Playground
Agassiz Community & School Garden
English H S Athletic Fields
Williams Street
South Street BHA Community Garden
McBride Garden
Minton Stable Garden
Hall/Boynton Street Garden
St Rose Street Garden
Rossmore/ Stedman Park
Arborway
Dana Greenhouses
Anson Street Garden
Arborway Overpass Path
South Street Community Garden
Arnold Arboretum
South Street Tract
Centre Street Tract
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.25 0.5 0.75 Miles
City of Boston
Jamaica Plain/Mission Hill
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
60 Paul Gore Street Garden																				1								
Agassiz Community & School Garden																						X		X				
Allegheny Street																												Wooded Tract
Allegheny Street																												Wooded Tract
Anson Street Garden																				1								
Arborway																						X		X				
Arborway Overpass Path																						X						
Arcola Park Garden																			1									
Arnold Arboretum I																			1			X	X	X				
Back of the Hill																												Wooded Tract
Beecher Street Play Area																												
BNAF Parcel																												Wooded Tract
Bowditch Garden																				1								
Brewer/Burroughs Tot Lot																	1											
Bromley Heath Play Area									1																			
Brookside Community Garden																				1								
Centre Street																						X		X				
Centre Street Tract																												Wooded Tract (Arnold Arboretum)
Chapman																												Wooded Tract
Chestnut Street																												
Dana Greenhouses																						X		X				Shrub & Vine Collection, Bonsai (Arnold Arboretum)
Daughters of St Paul																												Wooded Tract
English H S Athletic Fields	1			1	1				2			4																Track
First Church Cemetery																												
Forbes Street Garden																				1								
Forbes Street Playground																	1											
Gibbons Playground																	1		1									
Hall/Boynton Street Garden																				1								
Hanlon Square																												
Heath Square																												
Hellenic College Athletic Field								1				2																
Hellenic Hill																												Wooded Tract
Hellenic Hill II																												Wooded Tract
Hennigan Schoolyard																	1											
Iroquois Street Woods																												Wooded Tract
Jamaica Pond Park		1			1														1							1		Bandstand, Boat Rental
Jamaicaway																						X		X				
Jefferson Playground	1								1								1							X		1		Kiosk
Johnson Park I		1			1					2							1	1	1					X				
Johnson Park II																												
Judge Street																												
Kevin Fitzgerald Park																			1			X						
Lamartine/Hubbard Streets Garden																				1								
Lawn Street Garden																				1								
Lawndale Terrace Garden																				1								
Lawrence Farm																						X						
Mahoney Square																												
McBride Garden																				1								
McLaughlin Playground		2	1						2								1		1		1							
Minton Stable Garden																			1	1								
Mission Hill Community Garden																				1								
Mission Hill Community Garden																				1								
Mission Hill Playground		1									1						1	1	1		2						1	
Mozart Street Playground									1								1		1									
Murphy Playground	1																											
Nira Avenue Garden																				1								
Nira Rock																						X						
Oakdale Street Community Garden																				1								
Oakview Terrace																												
Olmsted Park		1	1					1														X		X			1	
Parker Hilltop																												

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Parkman Memorial																					X	X						
Parley Vale Preserve																												Wooded Tract
Paul Gore Street Playground																												Wooded Tract behind 60 Paul Gore St Garden
Paul Gore/Beecher Street Garden																				1								
Perkins Street																												
Riverway																			1			X		X				
Rock Hill																												
Rossmore/Stedman Park																			1									
Round Hill Street Garden																				1								
Showa												2																
Soldier's Monument																					1							
South Street BHA Community Garden																								X				
South Street Community Garden																				1								
South Street Courts												2																
South Street Mall																			1									
South Street Tract																			1			X		X				Wooded Tract (Arnold Arboretum)
Southwest Corridor Community Farm																				1								
St Rose Street Garden																				1								
Starr Lane Park																			1									
Tobin Community Center Garden																				1								
Walden Street Community Garden																												
Williams Street I																												Wooded Tract
Williams Street II																												
Williams Street III																												Wooded Tract
Willow Pond Meadow																						X		X				Wooded Tract (Olmsted Park)

The Parks Department has also acquired and built a new playground in the Hispanic-dominated sub-neighborhood of Hyde Square. The new Forbes Street Playground is a playlot that serves this dense section of the neighborhood with lower household incomes and therefore less opportunity to access far-from-home recreation. The playlot was secured through a transfer of city lots and the purchase of a private lot, thanks to the Mayor's Open Space Acquisition Fund.

Assessment

Jamaica Plain

Like Hyde Park, Jamaica Plain has many acres of open space – but it also has a more diverse palette of open space types. Along with the squares, play fields, courts and natural areas, Jamaica Plain also has such features as historic landscape parks (Olmsted Park and Jamaica Pond), a living woody plant "museum" (Arnold Arboretum), and linked parkland with off-road bicycle paths (in the Emerald Necklace and the DCR Southwest Corridor Park). The city's largest park, Franklin Park (473 acres), borders the neighborhood's southeast section. In addition, there are twenty community gardens in Jamaica Plain.

In 1996, the Boston Parks Department acquired six acres of the Bussey Brook urban wild (aka the South Street Tract), located between the MBTA Forest Hills station and the Arnold Arboretum. These have been incorporated into the Arboretum. The Department, in cooperation with the Arboretum Park Conservancy, has made pathway and landscaping improvements to this site using federal and state transportation enhancement funds. The Parks Commission has named the pathway for John Blackwell, a member of the Conservancy, a long-time open space advocate, and a guiding force for this project.

ACTIVE RECREATION NEEDS

Active recreation facilities located on land under the jurisdiction of the Parks Department, the Department of Conservation and Recreation, and the Boston School Department are fairly well distributed. The most difficult area to serve for active recreation is the Jamaica Hills residential area southwest of Jamaica Pond and west of the Arnold Arboretum. However, most homes in this area have backyards, and this area is near Jamaica Pond Park, where soccer and softball are played, and Larz Anderson Park in Brookline, a large landscaped park with a children's playground, athletic fields, passive areas, and an outdoor skating rink, partly ameliorating some of the need for public play space. The recent

capital improvement of existing Parks Department facilities and the presence of active recreation facilities in the DCR Southwest Corridor Park, have helped to cushion the impact of more people using local open space. The Department constructed a play lot on Forbes Street in the dense Hyde Square area. This development was in response to local neighborhood concerns about a shortage of play places for younger children.

However, the need still exists in localized areas for additional playing fields to enable more Jamaica Plain youths, many of whom live in households without auto access, to get a chance to exercise, compete, and strengthen their identity in socially acceptable contexts. One successful improvement in this dense neighborhood has been the effort by the Parks Department to rehabilitate the playing facilities associated with the English High School campus. Artificial turf fields, resurfaced courts and the like have created a vital center of activity for recreation in Jamaica Plain.

Another potential opportunity may become available in the area of the Jackson Square Orange Line station. The BRA, through an RFP, selected a development team for vacant lands near this T stop. The team has received approval from the BRA Board for a proposal that includes passive and active recreation features, including an indoor ice skating/active recreation facility.

Open Space Rising in Hyde Square

In recent years the open spaces in the Hyde Square sub-neighborhood have made great strides in fulfilling their potential. The most developed open space here is Jefferson Playground, with a baseball field, two basketball courts, and a play lot. Nira Rock, adjacent to Jefferson, is an urban wild under Parks Department jurisdiction. It contains a Roxbury puddingstone outcropping, a sheer cliff, a meadow, an urban orchard, non-woody erosion control plantings, and other land suitable for community open space uses. (The orchard and erosion control plantings are thanks to the stewardship of Earthworks.) In 1993, prior to its transfer to Parks Department jurisdiction, the site received landscaping enhancements under a Department of Neighborhood Development (DND) project performed by the Boston Natural Areas Network. In the intervening years, it became apparent that further work was needed.

Also adjacent to Jefferson is the BPS Hennigan School complex, with a recently renovated schoolyard. A linked system of open space among these three sites has evolved that provides this underserved district with a variety of experiences: play lot

equipment, an orchard, and areas for organized and unorganized play in immediate proximity to the school; playing fields and courts at Jefferson; and a path to link the Hennigan School to Nira Rock for schoolchildren to safely use the urban wild as an environmental resource.

Thanks to City capital funds and a state Urban Self-Help grant, Jefferson Playground has benefited from a recent re-design and re-construction project. In conjunction with outside funding, connections from Jefferson to Nira Rock were made, helping to achieve a linked open space vision.

These open space improvements that have occurred so far have complemented three developments in the Hyde Square area: the upgrading of residential structures and open space at the Bromley-Heath BHA housing complex, the scattered-site affordable housing project spearheaded by the Jamaica Plain Neighborhood Development Corporation with the help of DND, and the installation of a new neighborhood plaza, the Arcola Park Garden, created through a partnership between DND and the Boston Natural Areas Network. In addition, the open space at the Heath Street rotary has recently been re-designed and made more attractive, further enhancing this area.

While Hyde Square east of Centre Street has Mozart Playground and the Southwest Corridor Park, density here generates further needs, especially for younger children. As mentioned above, the Parks Department built a new play lot in response to community demand on Forbes Street. The land was acquired both by transfer from DND and by purchase of a private parcel with funds from the Mayor's Open Space Acquisition Fund.

Advancing Connectivity

The reconfiguration of Parkman Drive and Prince Street, as recommended in the Emerald Necklace Master Plan, would create significant landscape improvements for Jamaica Pond and help create a better connection between Olmsted Park, Jamaica Pond Park, and the Arborway/Arboretum. Two advances toward that goal have been experienced in the recent past: the installation of bike lanes on Perkins Street through the Connecting Jamaica Pond project jointly funded by the City capital budget and a federal/state transportation enhancement grant; and the advocacy of the Emerald Necklace Greenway concept by BikeBoston, the local chapter of the Massachusetts Bicycle Coalition. This concept looks to restore the connectivity that Olmsted had designed into the Emerald Necklace park system.

Various surface transportation projects in the 20th century have historically weighed the interests of motor vehicles over those of pedestrians and bicyclists. This policy has led to gaps and discontinuities in the Necklace's connectivity. It has become exceedingly difficult for pedestrians and bicyclists to connect from one part of the system to the other, and therefore safety has been compromised. The Massachusetts Department of Environmental Management (a predecessor agency to DCR) awarded a greenway grant to the BikeBoston group for a schematic conceptual study of these gaps and discontinuities, and a public relations campaign to publicize the study's findings. The group developed an educational poster and a special event to increase public awareness of this issue. This group is continuing to work with the community, the public at large, and such public agencies as the DCR to improve the parkway system and other streets to restore its intended multi-modal character. This would restore the parkway system for the benefit of non-motorized transportation and recreation as well as for motorized transportation.

This neighborhood has two model linear/linked park systems: the Emerald Necklace and the Southwest Corridor Park. Both are generally aligned in a north-south orientation. Additional street tree plantings on important east-west cross streets would strengthen the open space character of the neighborhood and provide a visual connection between these park systems. This concept will be most fully realized when a federal/state transportation enhancements-funded project, "Connecting the Corridors," connects the Emerald Necklace and the Southwest Corridor Park in the Fenway-Roxbury area. This project will improve the streetscape and provide a bike lane connecting these two corridors. Recent tree plantings along Centre Street, between Bromley-Heath and the Monument, and on Washington Street, from Egleston Square to Forest Hills, have helped to advance this open space connection concept.

These two major linear park systems meet at the Forest Hills T station area. The BRA and BTD are working together to plan for traffic improvements in the Forest Hills area as part of the MBTA's interest in disposing of its vacant properties in the area for redevelopment. The Parks Department is participating as an advocate for open space interests. One area of agreement is the sense that this meeting of these park corridors provides an opportunity to extend the corridors southward via Washington Street and Hyde Park Avenue to Roslindale and Hyde Park, respectively. These continuations would likely be bike routes on these thoroughfares, considering the existing land uses.

With more intensive development pressures and the ongoing need for more linear, resource-based recreation opportunities, another look would be advisable at an idea that may have been ahead of its time. The Charles-to-Charles Corridor concept was promoted in the 1970s as a way to link and protect open spaces in Jamaica Plain, Brookline, and Newton. It begins at the Charlesgate section of the Emerald Necklace system, going south to Jamaica Pond Park, and then westward via land purchases, easements, conservation restrictions, and other agreements through a series of undeveloped parcels in Jamaica Plain, Brookline, and Newton, reaching to protected open spaces on the Charles River. The development of Millennium Park in West Roxbury provides another impetus for this concept, as it provides a significant destination at the western end of the proposed corridor. This corridor would provide another opportunity for users of the Emerald Necklace, and make Millennium Park and the other public lands along the Charles more accessible.

Cleaning the Muddy

Another avenue for open space improvement is less immediately visible but is nonetheless vital to the neighborhood's and the city's environmental health. The Muddy River, the waterway connecting Jamaica Pond to the Charles River, has had poor water quality for many years. Heavy flooding along the Muddy in the fall of 1996 and several subsequent flooding incidents caused significant damage to residences and institutions in several downstream Boston neighborhoods.

After numerous study reports that recommended a variety of strategies to clean up the river, a consensus has developed for dredging as an acceptable resolution to the problem of the already accumulated sediment in the river bed. In the first instance, the Massachusetts Water Resources Authority has completed a sewer separation project in the Stony Brook watershed – primarily in Jamaica Plain – in conjunction with the Boston Water and Sewer Commission as a means to address the ongoing combined sewer overflow (CSO) discharges to the Back Bay Fens.

A new ambitious project for dredging the Muddy River and restoring the historic landscape is about to begin construction. City of Boston and Town of Brookline officials have teamed up with the Department of Conservation and Recreation and the Commonwealth of Massachusetts to plan and design, with the US Army Corps of Engineers, this environmental restoration and flood control project. The particulars are further discussed in the

Emerald Necklace section (Section 7.3.3). While it will be several years before the project is completed, the results will be well worth waiting for. The good water quality at Jamaica Pond has attracted people for fishing, sailing, and rowing. Such increased use can be expected for Olmsted Park – the site of Ward's Pond, Willow Pond, and Leverett Pond – once the Muddy River's water quality is improved.

Restoring Emerald Woodlands

Another goal of the Emerald Necklace Master Plan is the restoration and improvement of the woodlands of the Emerald Necklace. In Jamaica Plain, the woodlands are found in Olmsted Park and Jamaica Pond Park. (Franklin Park is discussed in both the Roxbury section and in the Emerald Necklace chapter in the Open Space Systems Management section [Section 7.3.3].)

The Parks Department has undertaken an initiative to restore the woodlands in the Emerald Necklace. This effort has been partly aided by several factors: the demolition of the DCR skating rink at Willow Pond Road and the Jamaicaway; the construction of a boardwalk and pathway around Ward's Pond; the rehabilitation of the bridge and cove on the Boston side of Leverett Pond in Olmsted Park; the creation of a bike/pedestrian path system along the Brookline side of Olmsted Park; and the restoration of the shoreline and pathways around Jamaica Pond. These factors have brought more users into Jamaica Pond Park and Olmsted Park, and more awareness of the deteriorated state of its woodlands and the need for restoration.

The Parks Department released a report in 2000 on the woodlands initiative. A draft Olmsted Park woodlands restoration plan has been developed by the Emerald Necklace Conservancy (ENC) with support from the state. Fundraising is underway to implement its recommendations.

Strengthening Exisiting Facilities

The primary theme in open space-rich Jamaica Plain is a strengthening of existing facilities, including those owned by the state. The DCR's Southwest Corridor Park is now 15 years old and community concerns are mounting as to the ability of the state, with its highly constrained budget, to adequately maintain this park system.

The DCR recently demolished the deteriorated Kelly Rink and restored its Olmsted Park site across from Daisy Field to greenspace. A temporary outdoor rink has been built by DCR in the Jackson Square section of Jamaica Plain.

Given the level of investment, the number of residents dependent upon local open space, and the ability of these open space facilities to knit this diverse community together, maintenance of these DCR facilities should remain a priority. Perhaps partnerships could be developed with the private sector as the area is redeveloped. For example, the relatively new Stop & Shop supermarket on Centre Street near the Bromley-Heath BHA development and the Jackson Square MBTA station may be a good fit with the Southwest Corridor Park in general, and a new indoor skating rink to be developed nearby. The new Jackson Square transit-oriented development project may also produce potential partners for the Southwest Corridor Park.

Another approach to strengthening existing facilities is to look for synergies among the facilities, i.e., ways to work together to make the whole group greater than the sum of the parts. An example here is the proposed "Green Triangle." The proximity of environmentally-oriented attractions like the Arnold Arboretum in Jamaica Plain, the Franklin Park Zoo in Roxbury, and the Boston Nature Center in Mattapan has led, in the past, to discussions on a conceptual strategy of joint development and marketing to attract visitors to this area. The involved parties mentioned above, the Parks Department, other neighboring owners and users, and the Boston Redevelopment Authority will need to consult with each other as they take this promising concept to the next level of discussion.

Mission Hill

The green space woven into the fabric of the Mission Hill neighborhood, once largely in the form of privately and institutionally owned land, is a distinctive and important attribute. Open space has contributed to the fabric of the neighborhood as institutional campuses, smaller vacant lots, and steeply sloping hillsides. Some of this space has begun to be developed for either institutional expansion or housing.

Connections between open space properties exist due largely to the urban wilds and other non-public lands. The greatest challenge will be protection of such non-publicly owned open space.

Mission Hill Wilds

Urban wilds constitute 15 acres in Mission Hill of which only 5.3 acres are protected to assure their preservation and continued public access. There are concerns regarding private land that is open to development. In the 1980s housing took eight acres on the back of Mission Hill. Due to housing needs, other residential developments are proposed. Possible institutional expansion poses additional concerns.

Some of these concerns have been resolved in recent times. The New England Baptist Hospital has put a permanent conservation easement held by the Boston Conservation Commission on the Parker Hilltop urban wild, and a temporary (40-year) conservation easement on the Iroquois Woods urban wild.

The One Brigham Circle proposal has become the most promising example of resolving the conflict between institutional interests and open space preservation in Mission Hill. The 6.6-acre wooded Harvard Quarry/Ledge urban wild has spectacular views of downtown Boston and the Harbor in an otherwise highly dense urban neighborhood. The developer selected by Mission Hill Neighborhood Housing Services for a mixed office/commercial development reserved 6.85 acres of the total site for a combination neighborhood park and urban wild now known as Kevin Fitzgerald Park. The developer provided funding for the development of open space improvements such as gates, fences, lawns, paths, and benches. The Edward Ingersoll Browne Fund provided additional funding for a decorative gateway and landscaping improvements for the entrance that is oriented to the neighborhood. A City of Boston Small Changes grant funded signage for the site. A 14,000-square foot public plaza is located at the Tremont Street side of this office/commercial development to enhance the Brigham Circle area and Huntington Avenue/Avenue of the Arts as the northern gateway to Mission Hill.

Mission Hill Parks

There are two sizable parks, McLaughlin and Mission Hill (aka Sheehy-Smith), and a small playground, Gibbons (aka Delle Avenue) in this neighborhood. The Emerald Necklace, specifically the narrow southern end of the Riverway, borders the neighborhood on its western edge. The Riverway is not easy to reach from Mission Hill due to the heavily trafficked Riverway parkway, except at Route 9. The northern end of Olmsted Park is

also accessible to Mission Hill residents via Route 9. The Southwest Corridor Park runs just outside the planning district boundary along its eastern flank, and provides access to another regional bike/pedestrian path.

The three neighborhood parks provide a variety of active and passive recreation facilities. McLaughlin is in good condition. The wooded section has been improved recently, thanks to collaborative efforts of neighbors, the Parks Department urban wild program, and Earthworks, a locally-based environmental group. A recently completed capital project, funded with both City capital funds and the federal Land and Water Conservation Fund, built pathways and gateways along the southern side of the park, making this side of the park more inviting.

Both the city capital budget and a grant from the Federal Land and Water Conservation Fund (jointly administered by DCS/EOEA and NPS/DOI) funded rehabilitation of the ball field (bottom tier) at Mission Hill Playground (formerly Sheehy-Smith) in the mid-1990s. A few years ago, the rehabilitation of the middle tier of Mission Hill Playground was supported by both the city capital budget and grants from the federal Urban Parks and Recreation Recovery Program (UPARR) and the Edward Ingersoll Browne Fund. Rehabilitation efforts will continue for the Emerald Necklace.

THE NEXT FIVE YEARS

Jamaica Plain

With the revival of Jamaica Pond Park and its many other parks, Jamaica Plain has been well served by the City's capital improvement program. With the DCR Southwest Corridor Park and the city's own Emerald Necklace, Jamaica Plain is well endowed with regional open space on each of its eastern and western flanks. However, underserved sub-areas do exist. Areas with urban wilds and scenic areas like Nira Rock and Hellenic Hill should be targets of planning efforts.

Community involvement in its open spaces is a key theme in Jamaica Plain, as is the maintenance and improvement of existing facilities. In accordance with guidelines in the master plans, the Emerald Necklace north of the Arboretum will continue to be a major target for rehabilitation (see also the chapter on the Emerald Necklace).

Opportunities

ADVANCING CONNECTIVITY

- Create linkages/greenways between the Southwest Corridor and the Emerald Necklace at major cross streets, particularly those where MBTA Orange Line stops are located. Use as a potential model the ISTEA-funded project Connecting the Corridors in the Fenway/Roxbury area, which will enhance Forsyth Street to connect the Southwest Corridor and the Emerald Necklace.
- Make more bicycle-friendly major thoroughfares such as Centre Street, South Street, and Washington Street. Work with the BRA and BTD to improve connections between the Emerald Necklace and Southwest Corridors in this area, and to extend bike routes from this area southward to Roslindale Square and Cleary Square (Hyde Park).
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

NATURAL RESOURCE PROTECTION

- Prepare a Jamaica Plain component to the citywide urban wilds/natural areas plan. Work with the Appalachian Mountain Club, Boston Conservation Commission, Boston Natural Areas Network, Earthworks, and Massachusetts Audubon Society to protect and make more accessible the urban wilds and natural areas in this neighborhood.

CLEANING THE MUDDY

- Continue to keep the Muddy River restoration from Ward's Pond to the Back Bay Fens (including dredging) as the highest priority of the Parks Department and the City of Boston. Support the construction of the agreed-upon plan.

STRENGTHENING EXISTING FACILITIES

- Continue implementing the recommendations of the Emerald Necklace Master Plan for Jamaica Pond, Olmsted Park, and the Riverway.
- Work with the DCR to restore the former DCR Rink site in Olmsted Park to its historic landscape as a restored pond/meadow area in accordance with the Emerald Necklace Master Plan.
- Work with the Arnold Arboretum to assure that City and community interests are represented in the implementation of their master plan. Monitor the Institutional Master Plan revision to insure that future developments are consistent with the intent of the partnership with the Parks Department.
- Continue to fund capital rehabilitation of City park facilities in the capital renewal cycle as needed, such as at Rossmore-Stedman, Brewer-Burroughs, the South Street Mall, and Jamaica Pond.

Community Priorities

ACTIVE RECREATION NEEDS

- Recognize that additional fields for active team sports (baseball, softball, soccer, and football) are a high priority need, higher even than play lots for younger children. Support the reconstruction of school yards as needed for community youth recreation uses.
- Explore establishing additional play lots in certain underserved sub-neighborhoods such as Hyde Square and Egleston Square.
- Support the BRA/DCR's search for a permanent skating rink site in Jackson Square and determine its adaptability for year-round uses, such as roller-skating and street hockey.

NATURAL RESOURCE PROTECTION

- Work with the BRA to protect natural resource-based open space. Support the requirements of the Conservation Protection Subdistricts created by Article 55, Section 13 of the City of Boston Zoning Code.

- Enforce the city dog ordinance (leash law; dog waste removal) in all parks and open spaces, but also examine the possibility of off-leash areas and hours in parks based on compliance with waste removal. Spread awareness of the finding of a Boston Water and Sewer Commission (BWSC) study that dog waste is responsible for a high degree of bacterial contamination of stormwater (which drains into Jamaica Pond and the Muddy River).
- Reduce mowing on the fringes of Daisy Field as it abuts Leverett Pond Woods, and along the shoreline of Leverett Pond to buffer the woodlands and the Pond from erosion and fertilizer impacts.

RESTORING EMERALD WOODLANDS

- Support the Emerald Necklace Woodlands Program with increased fundraising through private and public sources.

STRENGTHENING EXISTING FACILITIES

- Continue making maintenance of existing facilities the highest priority. Continue the high standard of ballfield maintenance.
- Continue to improve Franklin Park, with an emphasis on making it a regional park of citywide appeal in accord with master plan recommendations. (See also the chapter on the Emerald Necklace and Roxbury.) Continue to develop the Franklin Park plans for woodlands, transportation and access, and events management.
- Improve the Forest Hills Street boundary of Franklin Park with more attractive fencing and gates.
- Control the flooding of Sunset Pool and Ellicott Brook in Franklin Park.
- Work with the State Police and Boston Police to control drug-related activities along the Southwest Corridor Park, particularly between the Green and Stony Brook T stations along the Lamartine Street side of the park.
- Improve the maintenance of the playlot at Brewer-Burroughs.
- Work with DCR to make even safer crossing the Jamaicaway to access Jamaica Pond Park.

Mission Hill

There are opportunities for combined efforts among city agencies, community groups, and property owners, including institutions and developers, to protect open space and provide additional open space. Institutional open space access needs to be encouraged. Urban wilds will continue to need maintenance and protection. Better linkages should be sought between the neighborhood and the Emerald Necklace.

Opportunities

MISSION HILL PARKS

- Create partnerships to encourage continued public access and recreational use of institutional open space including urban wilds. Use the New England Baptist Hospital maintenance agreement for McLaughlin Playground as a model to foster other cooperative agreements with institutions.
- Continue to implement projects to restore Olmsted Park and the Riverway, focusing on improved community access, awareness, and woodland management, as stated in the Emerald Necklace Master Plan. Continue to support the clean-up of the Muddy River.
- Preserve the improvements to the wooded slope of McLaughlin Playground by balancing current needs such as security, access for all, preservation of the historic landscape, and maintenance of vegetation. Continue to work with Earthworks and the neighbors on this natural area.
- Work with the BRA and the community to develop a plan for the identification, protection, and enhancement of open space in Mission Hill. Unify and strengthen the system of existing and potential open space and natural areas by including pedestrian connections throughout the neighborhood and with the Riverway, Olmsted Park, the MBTA Green and Orange Line connections, the Hyde Square sub-system (Nira Rock urban wild, Jefferson Playground, and the Hennigan School grounds), and the Longwood area. Focus on gateways, thoroughfares, streetscapes, edges, and buffers in the urban design aspects of this plan.
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

Community Priorities

MISSION HILL WILDS

- Implement the woodlands management plan for the Back of the Hill. Continue the maintenance that has recently been achieved through the Parks Department's urban wilds initiative.
- Develop the Parker Hilltop urban wild (aka "the fourth tier" of McLaughlin Playground) as a passive-oriented natural area. Hold a charrette on the future design of this permanently protected natural area.

MISSION HILL PARKS

- Investigate developing a network using "paper streets" for increased access to McLaughlin Playground. Look especially at Judge, Darling, Oswald, Wait, and Hayden Streets, and the public stairs as well as the old reservoir stairs between 141 and 143 Fisher Avenue.
- Foster park programming at McLaughlin. Expand the Park Partnership of the Friends of McLaughlin to include events and programming activities.
- Integrate the adjacent community gardens into Tobin Community Center programs.
- Support organizing Park Partners for parks that do not already have friends groups.
- Work with property owners and the city to implement a vacant lot clean-up program.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.10 Community Open Space & Recreation
MATTAPAN

Section 7.2.10: Community Open Space & Recreation MATTAPAN

THE SETTING

History
Mattapan became part of Boston in 1870 as part of the annexation of the town of Dorchester. Mattapan is predominantly residential, a classic "streetcar suburb." First the Midlands Branch railroad in 1855 and then the trolley in the 1890s opened up Mattapan to waves of residential construction. The Franklin sub-neighborhood, in the northern third of Mattapan, was more densely built-up with two- and three-family houses. The middle third, the Wellington Hill area, had single-family home construction mixed in with the two- and three-family homes. In the southern third of Mattapan, east and west of Mattapan Square, single-family homes on larger lots were built in the middle of the 20th century. Mattapan Square, at the confluence of Blue Hill Avenue, River Street, and Cummins Highway, with MBTA Red Line trolley service, became the commercial heart of Mattapan.

During the 1960s, a process of racial change occurred in Mattapan. Wellington Hill and southern Mattapan offered middle-income black families opportunities for home ownership. Unlike other parts of Blue Hill Avenue, Mattapan Square continued to be a busy neighborhood commercial district.

Because of the density and age of housing in the older Franklin area, poorer black families were able to afford housing there. A period of disinvestment, deterioration, and abandonment affected this neighborhood severely. By the 1980s, with market improvement and public housing investments, the Franklin area stabilized. However, Blue Hill Avenue in this area still exhibits some of the effects of this period of decline, with several vacant storefronts.

Mattapan has seen overall improvements in the 1990s thanks to continued public and private investment, spurred on in part by the general growth in the national economy and by the significant reduction in street gang- and drug-related crime.

Demographics/Housing
The decade between 1970 and 1980 saw a population decline of almost 10,000 persons, over 20% of the 1970 population. The population figure for 1990, 36,135, represents a 1% increase over the 1980 figure of 35,827. Population growth of 3.42% in the 1990s yielded a 2000 population total for Mattapan of 37,371.

The number of households grew by 11% from 1990 to 2000, much higher than the citywide figure of 5%. Average household size is higher here than the citywide figure: 2.96 versus 2.31 for the city. Population density increased to 13,299.3 persons per square mile, versus 12,172.3 for the city.

Mattapan remains a predominantly non-white neighborhood, but with the Hispanic share increasing from 7% in 1990 to 12% in 2000.

It has a significantly younger population than the city as a whole: the percent of persons 17 years and younger was 33% for Mattapan versus 20% for Boston.

Mattapan's income profile was lower than Boston's in terms of household median income ($32,748 versus $39,629, respectively) and in poverty rate (22% versus 20%, respectively). Unemployment was also higher than for Boston (9.7% versus 7.2%, respectively). The owner to renter ratio was similar to Boston as a whole (35% owner to 65% renter for Mattapan; 32% owner to 68% renter for Boston).

Single- and two-family homes make up 46% of Mattapan's housing stock, with another 36% being 3-9 unit residential structures. While 38% of Boston's residential structures was in the 3-9 unit range, only 32% of the city's housing stock was in the single- and two-family home range. Given the lower scale of the vast majority of units, backyards are a likely component of the house lot. However, many houselots in the Franklin area are small for two- and three-family homes. As a suburban neighborhood on Boston's southern boundary, fewer households have no vehicles available than for Boston as a whole (31% versus 35%, respectively).

Demographic and Housing Profile

Population	
2000 Census	37,371
1990 Census	36,135
1980 Census	35,827
Population growth/decline, 1990 - 2000	3.42%
Population growth/decline, 1980 - 1990	0.86%

Age		
0 to 4	3,060	8%
5 to 9	3,648	10%
10 to 14	3,626	10%
15 to17	1,858	5%
18 to 24	3,633	10%
25 to 44	11,125	30%
45 to 64	7,753	21%
65 to 74	1,682	5%
75 to 84	801	2%
85 and over	185	0%

Race	% of Total Population
White alone	6%
Black or African American alone	81%
American Indian and Alaska Native alone	0%
Asian alone	1%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	6%
Two or more races	6%

Latino Status	% of Total Population
Not Hispanic or Latino	88%
Hispanic or Latino	12%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	12,532
1990 Census	11,255
1980 Census	11,084
Household Growth/Decline, 1980-1990	2.28%
Household Growth/Decline, 1990-2000	11.34%

Population by Household Type	% Persons
Family households	89%
Non-family households	10%
Group quarters	1%

Average Household Size	Persons per Household Type
All Households	2.96
Family Households	3.55
Nonfamily Households	1.22

Persons Per Household	Households	%
1-person households	2,641	21%
2-person households	3,126	25%
3-person households	2,676	21%
4-person households	1,960	16%
5-person households	1,180	9%
6-person households	510	4%
7-or more person households	439	4%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	12,749.8
1990 Census	12,859.4
2000 Census	13,299.3
Density Change 1980 to 1990	109.6
Density Change 1990 to 2000	439.9

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	35%
Renter occupied	65%

Total Occupied & Vacant Housing Units in Structure	
Single units	23%
Double units	23%
3-9 units	36%
10-19 units	8%
20-49 units	7%
50 or more units	2%
All other	0%
Single/Multiple Unit Ratio	0.3

Household by Number of Vehicles Available	
No vehicles	31%
1 vehicle	47%
2 vehicles	17%
3 or more vehicles	5%

Median Household Income
$32,748

Civilian Unemployment Rate
9.7%

Poverty Rate
22.3%

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
Mattapan has a total of 368 acres in its open space inventory of parks, playgrounds, squares, and malls. However, only 141 acres are considered protected. With a 2000 population of 37,371, the ratio of protected open space acres per thousand persons translates to 3.78 acres per thousand persons, below the city average of 7.47 acres per thousand persons.

The City of Boston invested over $2 million in improving three of its five recreational facilities in Mattapan: Harambee (Franklin Field), Thetford Street and Walker (see table). Ball fields, play lots, and courts, as well as associated infrastructure, have been rehabilitated thanks to the capital improvement program of the City of Boston.

The Boston Conservation Commission, with assistance from the Boston Parks and Recreation Department and the Open Space Acquisition Fund, recently acquired an urban wild from the Boston Public Facilities Commission, a 10+ acre woodland area known as Gladeside I. With trails and a wetland area, it is a close-to-home opportunity for this neighborhood and nearby schools to learn more about the natural world.

Mattapan Capital Projects 2001-2006	
Harambee Park	$740,193
Gladeside I (Acquisition)	$25,800
Mt. Hope Cemetery	$418,599
Thetford Street Playground	$328,480
Walker Playground	$583,275
Total	$2,096,347

Assessment
ENHANCING EXISTING FACILITIES
The approaches for assessment fall into two categories: enhancing existing facilities and developing new opportunities. The city has made significant investments in Mattapan's city parks. Further proposed investments will be evaluated for scheduling in the ongoing maintenance of effort cycle – capital planning, design and maintenance – for the Parks Department facilities. Candidates for capital rehabilitation include Harambee (playlot with water feature) and Hunt/Almont.

Franklin Hill BHA Court
Franklin Hill Green
Blue Hill Rock
Olmsted Green
Harambee Park
Franklin Park Zoo Parking
Revision House Urban Farm #1
Franklin Field BHA Playground
Franklin Field BHA Green
Franklin Field BHA Garden
St. Mary's Cemetery
St. Michael's Cemetery
Canterbury Brookside
Revision House Urban Farm #2
Blue Hill Avenue
Lucerne/Balsam Street Garden
Olmsted Green
Willowwood Rock
State Public Health Campus
Thetford/Evans Playground
New Calvary Cemetery
Walker Playground
Mattahunt School Entrance Plaza
Mattahunt Woods II
Mattahunt Woods III
Mattahunt Woods I
Matthunt Woods IV
Mattahunt Woods I
Almont Park/ Hunt Playground
Ernst Chery Jr. Playground
Gladeside I
Woodhaven
Gladeside II
Neponset River Reservation
Msgr. Francis A. Ryan Park
Neponset River Reservation
Kennedy Garden
Kennedy Playground
Milton
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.1 0.2 0.3 0.4 0.5 Miles
City of Boston
Mattapan
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Almont Park/Hunt Playground	1	1			1	1			2			4					1		1									
Blue Hill Rock																												
Boston Nature Center																							X					Wetlands, Brook
Boston Nature Center_Visitor Ctr																							X				1	Visitor Center
Canterbury Brookside I																												Brook
Canterbury Brookside II																												Brook
Canterbury II									1																			Wooded Tract
Clark/Cooper Community Garden																				1								
Ernst Chery Jr. Playground																	1											
Franklin Field BHA Garden																				1								
Franklin Field BHA Green																								X				
Franklin Field BHA Playground																	1							X				
Franklin Hill BHA Court									1																			
Franklin Hill BHA Green																	1							X				
Franklin Park Zoo Parking																											1	
Gladeside I																							1					Wooded Tract, Wetland
Gladeside II																												
Harambee Park		1	1	1	2	2			5			6					1		1								1	
Harvard-Livermore Tract																												Partially Wooded Tract
Kennebec/Alabama/Colorado Marsh I																												Wooded Tract, Wetland
Kennebec/Alabama/Colorado Marsh II																												Wooded Tract, Wetland
Kennebec/Alabamba/Colorado Buffer																												Wooded Tract
Kennedy Garden																				1								
Kennedy Playground																												Canoe Access
Lucerne/Balsam Street Garden																				1								
Mattahunt School Entrance Plaza																			1									
Mattahunt Schoolyard			1						1				1															
Mattahunt Woods I																												Wooded Tract
Mattahunt Woods II																												Wooded Tract
Mattahunt Woods III																												Wooded Tract
Mattahunt Woods IV																												Wooded Tract
Matthunt Woods V																												Wooded Tract
Msgr. Francis A. Ryan Park			2		1				2			2					1										1	
Neponset River Reservation																				1								
New Calvary Cemetery																												
Olmsted Green																								X				
Pendergast Preventorium																												Wooded Tract, Wetland
Revision House Urban Farm #1																				1								
ReVision House Urban Farm #2																				1								
St. Mary's Cemetery																												
St. Michael's Cemetery																												
State Public Health Campus																								X				Partially Wooded Tract
Thetford/Evans Playground									1			1					1	1										
Walker Playground		2			1				2			1					1	1	1									Shelter, Climbing Rock
Willowwood Rock																												Partially Wooded Tract
Woodhaven																												Wooded Tract

Other existing facilities that deserve attention include schoolyards, thoroughfares, and waterfront access. With localized areas underserved by existing park space, the barren, paved schoolyards have the potential to meet their needs. The Mayor's Schoolyard Initiative has re-designed many such schoolyards to be educational and community open space assets and can provide the leadership for change on this issue in Mattapan.

Townscape/Scenic Enhancements

Thoroughfares have also tended to look barren but have the potential to provide a healthier image for Mattapan by careful use of landscape elements. Major reconstruction has been done on Blue Hill Avenue from Franklin Park to Mattapan Square, and to American Legion Highway. The work has included street tree and median strip plantings. Judicious landscape treatment, including the use of planters enlivened with annuals supplied and designed by the Parks Department's Horticulture Unit, in such a prominent location has provided an example for other thoroughfares in the neighborhood, such as the DCR's Morton Street.

Connecting (to) the Neponset River

Waterfront access is an unrealized opportunity in Mattapan. Only the DCR's Ryan Playground and Kennedy Playground and Community Gardens offer access to the water – the Neponset. The rehabilitation of Ryan Playground and the additional attention from the Greenways to the Harbor program, have provided paths down to and along the river including canoe launches at Ryan and Kennedy. (The Greenways to the Harbor program is a joint effort of the Boston Natural Areas Network and the DCR. The community partner is the Neponset River Greenway Coordinating Council, composed of residents of Dorchester, Hyde Park, Mattapan, and Milton.)

The DCR Planning Office is systematically looking at means to improve access to the Neponset from the mouth of the river westward to Mattapan Square and has made a recent acquisition just west of Mattapan Square adjacent to Kennedy Playground and Community Garden. The mid-1990s saw the DCR release The Lower Neponset River Reservation Master Plan. This plan calls for a greenway to be developed from the mouth of the Neponset at Dorchester and Quincy, and along the river inland to the Mattapan Square. It calls for a new park – Edgewater Park – near Mattapan Square, adjacent to Kennedy Playground and Community Gardens, to ensure greater riverfront public access. The opening of the DCR

Pope John Paul II Park and Neponset River Greenway to Central Avenue, both in Dorchester, are important steps toward the fulfillment of the DCR Master Plan for the Lower Neponset.

The DCR had suggested, in an appendix to the Lower Neponset master plan, the continuing of its planning for a Neponset River Greenway system west of Mattapan Square into Hyde Park. That will make the entire Neponset River Greenway from the Harbor westward a more valuable and usable recreation opportunity for the city as a whole, and for residents of Hyde Park, Dorchester, and Mattapan. This has been recently done (please see the Hyde Park section and the Greenways, Trails, and Bikeways section of the Analysis of Needs).

One important planning vision based on this westward extension of the Greenway would be to connect the Neponset River to the Charles River via Mother Brook in Hyde Park. This connection would result in a continuous riverside greenway from the mouth of the Neponset to the mouth of the Charles. The Harborwalk system would then connect the mouth of the Neponset to the mouth of the Charles to form a continuous open space system encircling Boston ... a "Blue-and-Green Ring." The city will assist with planning and through other means, but the major role in implementing this vision will be in the hands of the state, especially the DCR. As the Lower Neponset River Reservation Master Plan gets fully implemented, this vision will gain more attention from the public.

ADDRESSING NEW NEEDS, DEVELOPING NEW OPPORTUNITIES

One of the strongest needs in Mattapan is for the provision of more soccer and cricket fields. With the large immigrant population in Mattapan (as well as soccer's growing nationwide popularity), this appears to be a valid need. Given the high proportion of children in the neighborhood population, other needs identified include neighborhood-oriented play lots in underserved areas and ball fields. Mattapan has several open land resources available with the potential to meet these needs. Vacant lots exist in many areas of Mattapan. To assure that some portion of city-owned vacant tracts provide usable open space, the Department of Neighborhood Development is working with the Parks Department to evaluate vacant lots for potential park uses through Parks Department participation in the Real Estate Management Committee at DND.

Another City-owned resource is the surplus land at the Mattapan Chronic Disease Hospital on River Street. A portion of this site is known as Gladeside I, a ten-acre BRA-designated urban wild targeted for preservation in the city's master plan for the hospital (a

highly significant urban wild for this neighborhood as identified by the 1990 BNAF urban wilds report). The Boston Conservation Commission, with assistance from the Parks Department and the Mayor's Open Space Acquisition Fund, acquired this parcel from the Boston Public Health Commission in 2006. The Parks Department's Urban Wilds Initiative program now manages Gladeside I as a natural area on behalf of the Conservation Commission. In 2007, the Initiative, in concert with the Conservation Commission and the Boston Natural Areas Network, worked on eliminating two major encroachments on the property, in one case, resulting in restoring a key wetland area on the site. With programming through the Initiative and the School Department, Gladeside I could be an important environmental education resource for the youth of this area.

In addition to Gladeside I, the protection of the ecologically significant urban wild known as the Pendergast Preventorium will help enable the residents of Mattapan to find a balance in open space types not often found in many places in the city. It is comprised of a large forested wetland and smaller areas of upland forest. It can be an environmental education resource for city schoolchildren (the Mattahunt School is close by), and a part of the outreach of the Massachusetts Audubon Society's Boston Nature Center. At the time of this writing, the Conservation Commission approved a development plan for the site that protects the most vulnerable portions of the site. However, the owner, a church, has not yet begun construction, as it has not yet completed its fundraising goal.

Nearby the Pendergast Preventorium and the Mattahunt School are a large number of undeveloped wooded parcels with isolated lands subject to flooding, i.e., wetlands, that many in the nearby community wish to have preserved for their scenic beauty, habitat value, and flood storage capabilities. Bisected by three north-south paper streets, Kennebec, Alabama, and Colorado streets, these woodlands are made up of many city-owned as well as private parcels. It was hoped that the same model of success as in the Roslindale Wetlands urban wild can be applied here. Thanks to community activism and work by Conservation Commission and Parks Department staffs, the legal and physical protection of a majority of the parcels in this Kennebec/Alabama/Colorado Marsh has been assured, as the Public Facilities Commission in 2008 voted to transfer these parcels to the Conservation Commission for permanent conservation.

Mattapan's largest land resource with open space potential is the Boston State Hospital, which closed in 1981. Parts are BRA-designated urban wilds; part is already used as a community garden. In 1996, the Massachusetts Audubon Society (MAS) acquired 68 acres of the Hospital and has subsequently created the Boston Nature Center, partially funded by the City of Boston George Robert White Fund. The Nature Center use protects the most valued urban wilds and the gardens. Working to increase public transit access as well as pedestrian and bicycle access to this site will help make the investment by the MAS donors and the city's taxpayers even more valuable. These transportation access improvements should be done within the context of the other major open spaces in this area, a grouping sometimes known as the Heart of the City: the Arnold Arboretum, Forest Hills Cemetery, Franklin Park, and the Boston Nature Center.

Given that some of Mattapan's underserved areas border this site, active recreation should be considered for a portion of this site within the areas slated for development for housing or institutional uses, such as Olmsted Green or the state Public Health Department parcels.

THE NEXT FIVE YEARS

Much has been accomplished in the last five years for the city's recreational facilities in Mattapan. Further improvements of the city facilities are desired, as well as basic rehabilitation of the DCR facilities. Underserved areas should be addressed. Vacant lands may supply part of the answer to providing recreational facilities for underserved areas. Access to a future greenway on the Neponset River, and the protection and management of natural areas, emerged as two other major themes.

Opportunities

ENHANCING EXISTING FACILITIES

- Continue to participate in the community efforts with the DCR to secure the state's reinvestment in Kennedy Playground, a neighborhood facility in need of rehabilitation.
- Continue the cyclic restoration of capital facilities in the city-owned park system, such as Harambee and Hunt/Almont.
- Give priority to public schools in Mattapan for allocations from the Boston Schoolyard Initiative, in light of the needs both of the school's population and resident children in Mattapan.
- Install blue safety call boxes in parks where, in the judgment of park and police officials, the combination of park areas located far from the street or other public activity areas, *and* public safety history, warrants such infrastructure.

TOWNSCAPE/SCENIC ENHANCEMENTS

- Green-up and make more bicycle-friendly (such as use of bike lanes) major thoroughfares such as American Legion Highway, Cummins Highway, River Street, and the DCR Morton Street. Encourage the Growing Boston Greener tree-planting initiative to make Mattapan one of its focus areas.

CONNECTING (TO) THE NEPONSET RIVER

- Explore with the DCR enhancing formalized access along the Neponset River Reservation. Work with the DCR Planning Office on implementing the master plan for the Neponset from the Harbor to Mattapan Square. Work with the Neponset River Greenway Coordinating Council to urge the DCR to implement the plan for a Neponset Greenway from Mattapan Square to Hyde Park.
- Advance the DCR's progress toward implementation of Edgewater Park, assuring connections to Mattapan Square and the Neponset River.

- Support the Army Corps of Engineers study of the impacts of dam removal on the Neponset, which should encourage use of the river by non-motorized water craft such as canoes and kayaks.

ADDRESSING NEW NEEDS, DEVELOPING NEW OPPORTUNITIES

- Continue the participation by Parks Department staff in DND's Real Estate Management Committee. Monitor the disposition of vacant parcels that could be turned into play lots or playing fields.
- Develop public multi-purpose (active and passive) open space from a portion of the excess land designated for housing development at the Mattapan Chronic Disease Hospital. Work with DND and BRA to assure development of this open space opportunity for new and old residents of this underserved area.
- Develop measures at the ten-acre Gladeside I urban wild for improved access, resource protection, and environmental education to create a highly valued neighborhood asset.
- Support the protection of the wetlands on the Pendergast Preventorium site.
- Support protecting the natural resource values of the Mattahunt Woods marsh through its management by the Urban Wilds Initiative program. Develop the capacity of potential community partners for long-term stewardship of these wetlands in the Kennebec/Alabama/Colorado Streets area.
- Promote the city's interest in preserving portions of the Boston State Hospital (BSH) site for open space. Devote a portion of this large site to active recreation uses for underserved neighborhoods surrounding BSH.
- Encourage the continuing development of the Boston Nature Center by the Massachusetts Audubon Society (MAS). Work with MAS and the MBTA to improve public transportation to the site. Assist MAS in marketing the site, especially in view of possible links to the Arboretum and Franklin Park, and regional greenways. Develop safer pedestrian and bicycle access to the Center.

Community Priorities

ENHANCING EXISTING FACILITIES

- Continue maintenance, and assist community gardens, at Hunt Playground.
- Support the Blue Hill Avenue Boys and Girls Club leased management of the George Robert White Youth Development Center located at Harambee (a recently constructed $4 million youth recreation center funded through the City of Boston Trust Office). Coordinate with such groups as the Lena Park Association and the Dorchester YMCA.
- Encourage appropriate passive recreational use of cemeteries.
- Install bike racks at Kennedy Playground. Improve the canoe launch and the garden plots as well.

TOWNSCAPE/SCENIC ENHANCEMENTS

- Continue maintaining thoroughfares such as Blue Hill Avenue and American Legion Highway.
- Encourage further outreach by the Parks Department to inform the community about obtaining more public shade trees on residential streets. Market the 635-PARK constituent service line as the means to obtain public shade trees.

CONNECTING (TO) THE NEPONSET RIVER

- Increase access to the Neponset River waterfront.
- Undertake appropriate integrated pest management practices to control mosquitoes.

ADDRESSING NEW NEEDS, DEVELOPING NEW OPPORTUNITIES

- Work to provide for more and better-distributed fields for soccer, baseball, and Little League.
- Pursue siting of more close-to-home play lots in several underserved sub-areas of Mattapan. Investigate one potential site in an underserved sub-area, the "North Expansion Area," a portion of the vacant land at the Mattapan Chronic Disease Hospital campus.
- Provide for small, scattered basketball court sites and play lots for older children (aged 7-12) in the Franklin Field South area. Work with the DND neighborhood initiative to investigate using vacant lands for this purpose.
- Convert some vacant lots into open space. Look at alternative funding sources such as the DND Grassroots program.

- Encourage residential abutters to acquire adjacent unbuildable city-owned vacant lots through the DND Abutter Lots program.
- Encourage private owners to clean up their vacant lots to prevent rats, dumping, and use by drug traffickers and users.
- Make more citizens aware of city assistance (Boston Youth Fund crews, etc.) for vacant lot maintenance.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Neponset and the Harbor from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.11 Community Open Space & Recreation
ROSLINDALE

Section 7.2.11: Community Open Space & Recreation ROSLINDALE

THE SETTING

History
Roslindale became part of Boston through the 1873 annexation of West Roxbury. While its boundaries are a subject of dispute, its heart is distinct: Roslindale Square. This distinctiveness derives from its history as a classic streetcar suburb. Until the late 1800s extension of mass transit to Roslindale Square, this area was a rural community. The railroad and streetcar made it a garden suburb. Washington Street, running through Roslindale Square, is the commercial spine of Roslindale.

Roslindale Village has received a National Trust for Historic Preservation "Main Street" award. It is the model that inspired Boston's citywide Main Streets Program. This program seeks to revitalize local neighborhood business districts as a countervailing trend to suburban sprawl and the accompanying loss of historic and scenic character in the city and the countryside. Thanks to funding from the City of Boston for site remediation, a new privately-owned supermarket was recently built in Roslindale Village, an "anchor store" that has helped boost business fortunes in the Village and improved popular perceptions of Roslindale.

New stores and boutiques have since moved into the Village due in part to the 1990s economic boom, but also in reaction to the rise in commercial rents in other parts of the city such as the South End and Jamaica Plain. The late 1990s also saw a spike in home sales in Roslindale, resulting in part from rising home prices in Jamaica Plain, good proximity to public transportation, and the increasing attractiveness and responsiveness of the Roslindale Village business district.

Demographics/Housing
After population increased in the 1950s and the 1960s, the 1970s saw a precipitous drop in Roslindale's population. The population then held steady during the 1980s, as the 1990 census showed a 1% increase in the population since 1980. The 1990s saw a dramatic 5% increase, from 32,959 in the 1990 census to 34,628 in the 2000 census.

Roslindale's age distribution closely approximates Boston's. Where differences lie are in the 18-24 age range, where Roslindale has 9% share versus Boston's 16% share. The 2000 census shows Roslindale with a 23% share in the under 18 age range versus Boston with a 20% share.

Racially, Roslindale has been predominantly white, but with significant increases in the black and Hispanic portions of the population during the 1980s and 1990s. Given the 2000 Census figures, its racial/ethnic diversity is now quite comparable to that of the city as a whole. Its Latino share, 20%, is larger than Boston's as a whole, 14%.

Most of the population resides in family households (77% of all persons were in family households versus 65% for Boston). The poverty rate was lower as compared to Boston (14% versus 20%, respectively), and median household income was higher in Roslindale than in Boston, $46,846 compared with Boston's $39,629. Roslindale had a lower (5%) unemployment rate than Boston's (7%).

Sixty percent (60%) of Roslindale's housing stock are one- and two-family dwellings versus 32% for Boston. These often have backyards, occasionally sizable. As expected in this suburban neighborhood, only 21% of households have no vehicles available, as compared to 35% of all of Boston's households.

Demographic and Housing Profile

Population	
2000 Census	34,628
1990 Census	32,959
1980 Census	32,626
Population growth/decline, 1990 - 2000	5.06%
Population growth/decline, 1980 - 1990	1.02%

Age		
0 to 4	2,223	6%
5 to 9	2,266	7%
10 to 14	2,415	7%
15 to17	1,066	3%
18 to 24	3,078	9%
25 to 44	12,442	36%
45 to 64	6,885	20%
65 to 74	1,979	6%
75 to 84	1,406	4%
85 and over	868	3%

Race	% of Total Population
White alone	62%
Black or African American alone	17%
American Indian and Alaska Native alone	1%
Asian alone	4%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	10%
Two or more races	7%

Latino Status	% of Total Population
Not Hispanic or Latino	80%
Hispanic or Latino	20%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	12,885
1990 Census	12,101
1980 Census	11,736
Household Growth/Decline, 1980-1990	3.11%
Household Growth/Decline, 1990-2000	6.48%

Population by Household Type	% Persons
Family households	77%
Non-family households	19%
Group quarters	4%

Average Household Size	Persons per Household Type
All Households	2.58
Family Households	3.37
Nonfamily Households	1.33

Persons Per Household	Households	%
1-person households	3,542	27%
2-person households	3,869	30%
3-person households	2,188	17%
4-person households	1,746	14%
5-person households	935	7%
6-person households	315	2%
7-or more person households	290	2%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	8,770.4
1990 Census	8,859.9
2000 Census	9,308.6
Density Change 1980 to 1990	89.5
Density Change 1990 to 2000	448.7

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	47%
Renter occupied	53%

Total Occupied & Vacant Housing Units in Structure	
Single units	33%
Double units	27%
3-9 units	29%
10-19 units	4%
20-49 units	3%
50 or more units	4%
All other	0%
Single/Multiple Unit Ratio	0.5

Household by Number of Vehicles Available	
No vehicles	21%
1 vehicle	46%
2 vehicles	27%
3 or more vehicles	7%

Median Household Income
$46,846

Civilian Unemployment Rate
4.9%

Poverty Rate
13.6%

THE OPEN SPACE SYSTEM TODAY

Equity and Investment

Roslindale has a total of 812 acres in its open space inventory of parks, playgrounds, squares, community gardens, cemeteries, and malls, 496 acres of which are protected. Blessed with a great variety and quality of open spaces, Roslindale has a protected open space ratio of 14.32 acres per thousand persons, well above the city ratio of 7.47.

The City of Boston invested almost $1 million in improving open space and recreation facilities in Roslindale from 2001 to 2006 (see table below). The most significant capital project in Roslindale during this period occurred at the 2.7-acre Pagel Playground. This was the installation of an artificial turf soccer field that reduces maintenance costs and makes the field more quickly playable after storm events.

Roslindale Capital Projects 2001-2006	
American Legion Highway	$14,422
Fallon Field	$178,150
Healy Playground	$173,767
Pagel Playground	$601,558
Total	$967,896

Assessment

SURROUNDED BY GREEN

While its acknowledged boundaries are not distinct, the Roslindale planning district is bounded by expansive open spaces. To the east are the large institutional campus of Boston State Hospital, which includes the Boston Nature Center, and several large cemeteries such as Forest Hills and Mount Hope; to the north are the Arnold Arboretum and the Walter Street Tract; to the west is the West Roxbury Parkway; and to the south are George Wright Golf Course and parts of the Stony Brook Reservation. Except for the Arnold Arboretum and the George Wright Golf Course, both essentially passive landscaped parks, these spaces serve as a vital greenbelt containing development. Other resources must be sought to serve the local recreational needs of Roslindale's residents.

Brookline
Forest Hills Rotary
Morton Street
Arnold Arboretum II
Franklin Park
Leland Street Herb Garden
Parkman Playground
Forest Hills Cemetery
Toll Gate Cemetery
Walter Street Tract
Rosindale Wetlands Urban Wild
Arnold Arboretum II
Walter Street Cemetery
Forest Hills Cemetery
Pagel Playground
Healy Playground
St. Michael's Cemetery
Canterbury Brookside II
Fallon Field
Adams Park
Philbrick School Garden
American Legion Highway
West Roxbury Parkway
Mt. Hope Cemetery
Poplar Street Play Area
Southwest Boston Garden Club
Delano Park
Canterbury
Metropolitan Woods II
Metropolitan Woods I
Calvary Cemetery
Conley School Garden
George Wright Golf Course
McGann Park
Stony Brook Reservation
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.1 0.2 0.3 0.4 0.5 Miles
City of Boston
Roslindale
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Adams Park																			1		1							
Arnold Arboretum II																						X		X				Wetland, Brook
Arnold Arboretum III																						X		X				
Boundary I																												Wooded Tract
Calvary Cemetery																												
Canterbury I																												Wetland
Delano Park																								X				
Fallon Field	1								1	2		1	1				1											
Forest Hills Cemetery																												
Forest Hills Rotary																								X				
Franklin Park II												2										X		X				
George Wright Golf Course												2							1								1	Golf Course
Healy Playground	1	1	1		1					1							1										1	
Leland Street Herb Garden																				1								
McGann Park																	1		1									
Metropolitan Woods I																												Wooded Tract
Metropolitan Woods II																												Wooded Tract
Mt. Hope Cemetery																												
Pagel Playground					2														1								1	Soccer Court
Parkman Playground			2							1							1		1									Shelter
Philbrick School Garden																				1								
Poplar Street Play Area																												
Roslindale Wetlands Urban Wild I																												Wetlands, Wooded Tract
Roslindale Wetlands Urban Wild II																												Wetlands, Wooded Tract
Southwest Boston Garden Club																				1								
Stony Brook Reservation III																						X	X					Wetlands, Wooded Tract
Toll Gate Cemetery																												
Walter Street Cemetery																												
Walter Street Tract																						X						

Active Recreational Needs

The interior of the neighborhood contains much smaller tracts that help serve the area's active recreation needs: Fallon, Healy, Pagel, and Parkman. (Because of McGann's outlying location in orientation to Roslindale, its proximity to Hyde Park, and its location next to George Wright Golf Course, it is not considered to have a significant role in helping to meet Roslindale's play lot needs.) However, the distribution of play lots and other active recreation facilities in several residential areas, such as the area south and east of Roslindale Village, and the area east of Hyde Park Avenue and south of Walk Hill Street, appears to be limited.

The mitigating factors, as in suburban neighborhoods such as Hyde Park and West Roxbury, are the ample backyard spaces of most of the housing stock and the greater availability of vehicles for transport to recreation areas not in the immediate vicinity. Yet pressure does exist to provide more play lots and ball fields, especially soccer fields for a neighborhood with an increasing immigrant population. Some of the play lot need in Roslindale is being addressed via the Mayor's Schoolyard Initiative. The Bates, Conley, Haley, and Sumner schoolyards have been completed. All of these sites are located in areas generally underserved by other public recreation providers. Children who live in the area, even if they are not students at these schools, can also use the children's play equipment in these schoolyards.

The Department's inventory includes an undeveloped parcel known as the Poplar Street Play Area. It is located in a well-developed residential area south of Roslindale Village that is underserved by play lots. A portion of the property along its street frontage may be amenable to play lot development. Depending on neighborhood interest, site feasibility, and budgetary considerations, this site may help address this sub-neighborhood's childhood recreation needs. Based on the recent Roslindale master planning effort undertaken by the BRA, the nearby area has not expressed an interest yet in the site being turned into a play lot.

The Boston State Hospital site is located just to the east of Roslindale, and is big enough to provide potentially sizable active recreation areas to service both Mattapan and Roslindale. Another area that will help service active recreation needs for Roslindale, especially for non-ball diamond sports, is Millennium Park in West Roxbury, opened in 2000. While both areas can provide regional scale open space opportunities, they are at a sufficient distance and require vehicular travel.

Arboretum Expansion

Another opportunity for new publicly accessible open space is the Walter Street Tract, a Harvard University holding near the Peters Hill section of the Arnold Arboretum. The Arboretum master plan designates this parcel for the expansion of the Arboretum's collection. This would create more passive landscaped parkland for Roslindale. To keep this tract open rather than urbanized will also assure better water quality and flood control for Bussey Brook, which feeds into the Arnold Arboretum, Stony Brook, the Back Bay Fens, and the Charles River. The Parks Department will work to insure that the institutional master plan will limit development here as a way to preserve the Olmsted-based value of limited human intrusion on a pastoral landscape, inherent in the relationship built over the years between Harvard and the City through the 999-year lease arrangement on the main Arboretum holding.

Thanks to a $491,000 ISTEA Enhancement Program grant awarded in the mid-1990s, the Parks Department completed construction on a new path in a newly acquired section of the Arnold Arboretum, the South Street Tract. It will allow commuters in the Jamaica Hills, Roslindale, and West Roxbury neighborhoods to travel comfortably through the Arboretum to the Forest Hills Station, a multi-modal transit center. It will also open up this most recent acquisition of the Arboretum for public access. The Arboretum Park Conservancy, a private non-profit group, funded construction of two handsome entrance gates at South Street and Washington Streets under a separate $307,000 contract.

Urban Wilds and Natural Areas

Roslindale has a few urban wilds, but only one that is publicly owned and accessible. The Eldon Street Urban Wild has been the subject of intense community activism, including unrolling their shirt sleeves to clean up debris in this area. As a result of this community activism, the City-owned parcels in this area, now known as the Roslindale Wetlands, have been transferred to the Boston Conservation Commission. The few parcels that are privately held within this area are encumbered by the strictures of the Wetlands Protection Act and the city's 100-foot rule, such that none of the "paper" streets can be developed.

Back in 1990, the BNAF's urban wilds report designated Boundary I as one of twelve urban wilds in Boston that are of citywide significance, and in greatest need of protection ... and for good reason. Boundary I has been undisturbed and is therefore quite pristine and ecologically significant. It is located next to the DCR's current holdings in the Stony Brook Reservation. Logically, it

should be included under the DCR's care for the Stony Brook Reservation. Given that there is little or no other public use possible there, it would make sense for the City to arrange for its disposition to the DCR.

Canterbury I should be another urban wild to protect, especially if development goes forward on nearby Catholic church property.

Advancing Connectivity

To address Roslindale's open space needs, opportunities for open space connections must be exploited despite the major constraints presented by the heavy rail lines that cross this neighborhood. The Attleboro/Providence rail line and the Needham Heights commuter line branch split the neighborhood into thirds. This limits connections along the east-west direction as the rail lines generally cut the neighborhood along a north-south direction. The opportunities are the major arterials that generally follow the north-south orientation of these rail lines. Hyde Park Avenue and Washington Street have been improved in recent years, and Centre Street can be similarly improved through enhancements such as additional tree plantings and bicycle accommodations. Cummins Highway is a major east-west connector meriting a similar treatment. South and Walter Streets, Poplar and West Streets, and Belgrade Avenue are secondary arterials that should be targeted as well.

American Legion Highway, with a landscaped median, is an existing connector between Franklin Park and Cummins Highway. It also serves as the frontage for the Boston Nature Center. Improvements will be made here thanks to the planting of up to 500 trees along this corridor. The tree planting will mitigate the disruption caused by the NStar electric utility company's excavation of the roadbed here for a new major electric power conduit.

Because so many of Roslindale's parks and open spaces are on these important thoroughfares, and these thoroughfares link up to open spaces outside the neighborhood, their importance in ameliorating Roslindale's need for certain types of open spaces is critical. In a certain sense, these linkages play a similar role as the ring of greenways around the South End. Both neighborhoods have limited opportunities to increase open space acreage, but linear open space features can help to connect to open spaces outside their boundaries. Southward, the Stony Brook Reservation, Mother Brook, the Neponset River, and the Reservation Road, Beethoven, and Draper Playgrounds are available. Westward, the

new Millennium Park can be accessed via the West Roxbury and VFW Parkways. Northward, the Emerald Necklace, the Southwest Corridor Park, and Allandale Woods can be reached via Centre Street, the Jamaicaway, and Washington Street. Eastward, Morton Street, Franklin Park, and the Neponset are regional destinations for Roslindale. A focus on strengthening these links in the coming years will help address Roslindale's needs for open space opportunities.

Given the interest in neighborhood business revitalization in Roslindale Village and other commercial areas, aesthetic improvements to these arterials that support the adjacent commercial districts will pay dividends for both neighborhood business and residents. This will help increase the success the city has had with both the Roslindale Main Streets Program and the Parks Department's enhancement of Adams Park, the heart of Roslindale Village.

Another success in the Roslindale Village area will be the completion of the upgrade to Alexander the Great Park on Belgrade Avenue, thanks to a $10,000 grant given by the City to the Roslindale Clean and Green community group.

Growing a Community Garden in Roslindale

For decades, a large community garden has operated on some land owned by the MBTA along its tracks that cross Cummins Highway at Rowe Street, known as the Southwest Boston Garden Club. Recent discussions have generated an interest in making this garden permanently protected via ownership by an organization such as the Boston Natural Areas Network (BNAN). In the interim, the BRA will, through its Roslindale rezoning process, downzone from a two-family residential zone to a one-family residential zone as a short-term protection measure.

THE NEXT FIVE YEARS

The rehabilitation of Roslindale's City recreation facilities and open space has accompanied the overall strengthening of this neighborhood in the past decade. Yet several sub-areas remain somewhat underserved by open space – especially for children's play and active recreation. Improved use of existing resources will be a key strategy, including the development of underutilized parcels such as the Walter Street Tract and schoolyards. Major city thoroughfares should be greened and made bicycle-friendly in keeping with the green character of Roslindale's residential neighborhoods. As in other areas, urban wilds need to be made more accessible and protected from development threats.

Opportunities

ACTIVE RECREATIONAL NEEDS

- Support a schoolyard reconstruction with a play lot at the Mozart School.
- Determine the feasibility of building a play lot at the Poplar Street Play Area once community need expresses itself.
- Explore opportunities to create a regional scale active recreation facility at the Boston State Hospital site.

ARBORETUM EXPANSION

- Limit built development as the Arboretum expands at the Walter Street Tract, the Harvard-owned parcel between Walter, Weld, and Centre Streets, so as to preserve the maximum open space and public access.

ADVANCING CONNECTIVITY

- Green-up and make more bicycle-friendly such major neighborhood thoroughfares as South Street, Walter Street, Centre Street (both City- and state-owned portions), Cummins Highway, Hyde Park Avenue, and American Legion Highway. Investigate the potential for similar treatments for secondary arterials such as South and Walter Streets, Poplar and West Streets, and Belgrade Avenue. Encourage a regional linkage/greenway approach to open space access for Roslindale.

Urban Wilds and Natural Areas

- Encourage the transfer of the City-owned urban wild known as Boundary I to the DCR for incorporation into the Stony Brook Reservation.
- Follow the new urban wilds master plan recommendations for protecting and providing access to other Roslindale urban wilds such as the Roslindale Wetlands and Canterbury I.

Strengthening Existing Facilities

- Continue to fund capital rehabilitation of City park facilities as needed in the capital renewal cycle, such as ball field improvements to Fallon Field.

Growing a Community Garden in Roslindale

- Support the effort to have ownership of the Southwest Boston Garden Club community garden held by an entity that can assure permanent protection.

Community Priorities

- Provide more playgrounds and tot lots in the Mt. Hope area.
- Clean up the Canterbury urban wild. Provide improvements to limit access (allowing people only, not cars) for both the Canterbury and the Eldon Street urban wilds.
- Improve streetscape planting maintenance in the Roslindale Village area.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.12 Community Open Space & Recreation
ROXBURY

Section 7.2.12
Community Open Space & Recreation
ROXBURY

THE SETTING

History
Members of the Massachusetts Bay Colony established a village in Roxbury in 1630. By the 18th century, rural homes and country estates of Boston's wealthy families occupied this area. Roxbury farms provided fresh produce to Boston, which had become a dense settlement specializing in maritime commerce.

By the 19th century, Roxbury's rural character began to change. When the Boston and Providence Railroad built a commuter line down the Stony Brook Valley in 1834, housing began to be built for people commuting to Boston. By the mid-19th century, Roxbury's northern section, Lower Roxbury, was a full-fledged industrial mill town providing jobs for the new Irish and German immigrants. In exchange for new gas, water, and sewer lines, Roxbury was annexed to Boston in 1868. By the late 1800s, with electric streetcar service now penetrating Roxbury, residential development was rapid and extensive.

The Boston parks movement began to influence Roxbury. Roxbury alderman Hugh O'Brien urged that Boston's "country" park, comparable to Central Park in New York, Prospect Park in Brooklyn, and Mount Royal Park in Montreal, be built in newly annexed Roxbury. The city broke ground on the construction of this country park in 1885, during Hugh O'Brien's tenure as mayor. Designed by Frederick Law Olmsted, Franklin Park was one of the destinations of choice on a Sunday afternoon for Boston residents in the late 19th century. Franklin Park became the location of Boston's first sports field called the Playstead, and the nation's first municipal golf course.

The 20th century erosion of Boston's industrial base affected Roxbury adversely, as did the flight of middle class residents to the less dense suburbs surrounding Boston. In the decades of the 1950s and 1960s, the racial composition of Roxbury changed from 80% white to 80% non-white. Housing deterioration in many sections accompanied this change as the newer residents were often poorer migrants from the South. Yet black middle class

professionals had begun to move in as well, attracted by the historic housing stock, much of it still in good condition.
The 1960s saw a major urban renewal effort in the residential Washington Park area of Roxbury. The Washington Park urban renewal program, begun in 1963, doubled the size of the historic Washington Park (now Malcolm X Park), and added an indoor recreation center, pool, and ice rink.

With the abandonment by the late 1960s of much housing and businesses, vacant land became abundant. The availability of land helped provide the opportunity for a strong grassroots community gardening movement. This movement began in 1960, spearheaded by Augusta Bailey who formed the Roxbury Beautification Project. This movement is still an important feature of community revitalization efforts. Another community preservation effort was the campaign to stop the extension of I-95 through Roxbury into downtown Boston. Ultimately, this campaign generated the Southwest Corridor Park in 1987, Boston's first major new open space in almost a century (since Carson Beach in South Boston, 1924). Other lands acquired for the highway right-of-way are now beginning to be developed. It is hoped that this development will contribute to an economic revival in Roxbury, as will the now completed Big Dig and the proposed Urban Ring mass transit system.

Demographics/Housing
The major population trend in Roxbury from 1950 to 1980 was population loss. Population then increased 2% from 1980 (57,751) to 1990 (58,893). However, the drop to 55,663 persons in 2000 shows a slowed rate of population loss of -5.48%.

The year 2000 Census shows 33% of Roxbury's population is in the 17-and-under group versus 20% for Boston as a whole.

In 2000, 65% were black and 7% self-identified as multi-racial, while the Hispanic population proportion went up to 25%. The percent of white persons increased (6% in 1990, and 10% in 2000).

A larger proportion of Roxbury's population are in family-based households than in Boston (84% versus 65%, respectively). Roxbury households had a lower median income than the Boston figure ($27,133 versus $29,629, respectively) and a higher percentage in poverty status (27% versus 20%, respectively). The percent of Roxbury's residents in the labor force who are unemployed is significantly higher than for Boston (12% versus 7%,

Demographic and Housing Profile

Population	
2000 Census	55,663
1990 Census	58,893
1980 Census	57,751
Population growth/decline, 1990 - 2000	-5.48%
Population growth/decline, 1980 - 1990	1.98%

Age		
0 to 4	4,426	8%
5 to 9	5,481	10%
10 to 14	5,269	9%
15 to17	2,630	5%
18 to 24	5,750	10%
25 to 44	16,865	30%
45 to 64	10,343	19%
65 to 74	2,803	5%
75 to 84	1,657	3%
85 and over	439	1%

Race	% of Total Population
White alone	10%
Black or African American alone	65%
American Indian and Alaska Native alone	1%
Asian alone	1%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	16%
Two or more races	7%

Latino Status	% of Total Population
Not Hispanic or Latino	75%
Hispanic or Latino	25%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	20,167
1990 Census	20,655
1980 Census	20,957
Household Growth/Decline, 1980-1990	-1.40%
Household Growth/Decline, 1990-2000	-2.36%

Population by Household Type	% Persons
Family households	84%
Non-family households	15%
Group quarters	1%

Average Household Size	Persons per Household Type
All Households	2.72
Family Households	3.52
Nonfamily Households	1.20

Persons Per Household	Households	%
1-person households	5,835	29%
2-person households	4,950	25%
3-person households	3,670	18%
4-person households	2,719	13%
5-person households	1,655	8%
6-person households	699	3%
7-or more person households	639	3%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	14,807.9
1990 Census	15,100.8
2000 Census	14,127.7
Density Change 1980 to 1990	292.9
Density Change 1990 to 2000	-973.1

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	23%
Renter occupied	77%

Total Occupied & Vacant Housing Units in Structure	
Single units	16%
Double units	15%
3-9 units	48%
10-19 units	11%
20-49 units	5%
50 or more units	6%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available	
No vehicles	42%
1 vehicle	44%
2 vehicles	12%
3 or more vehicles	3%

Median Household Income
$27,133

Civilian Unemployment Rate
11.6%

Poverty Rate
27.1%

respectively). Roxbury has a higher percentage of households with no vehicles than does Boston (42% versus 35%, respectively).

Housing is a critical concern in Roxbury, which has a high percentage of publicly owned or assisted units. Roxbury has a lower percentage of owner-occupied units than does Boston (23% versus 32%, respectively).

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
Roxbury has a total of 597 acres in its protected open space inventory of parks, playgrounds, squares, and malls under the Parks Department and other providers. Roxbury has a ratio of 10.72 acres of protected open space per thousand persons, above the city average of 7.47 acres.

The Parks Department has invested $8.9 million in capital construction and reconstruction in the parks and playgrounds of Roxbury during the 2001-2006 period. Madison Park High School received the lion's share, with over $3 million. This has led to improvements in its ball fields and courts that benefit not only Madison Park High School and the O'Bryant School, but also the community at large in the surrounding area.

Another important improvement was to Orchard Park. The adjacent public housing development received a complete makeover. This included the reconfiguration of the footprint of the park, as a result making it a bigger park. With the new housing, the city saw that the rundown facilities at Orchard Park needed reconstruction. To help with the park's renewal, the City sought and was awarded state Urban Self-Help funds, enabling it to make the reconstruction a more complete project to match the reconstruction of the adjacent public housing community.

Roxbury Capital Projects 2001-2006	
Beauford Play Area	$253,993
Blue Hill Avenue	$14,422
Children's Park	$202,517
Clifford Playground	$533,360
Columbia Road	$14,422
Crawford Street Playground	$171,433
Eliot Burying Ground	$195,409
Flaherty Playground	$285,128
Franklin Park	$220,000
Franklin Park Golf Course	$1,573,734
Highland Park	$92,295
Lambert Avenue Playground	$253,993
Little Scobie Playground	$282,710
Madison Park High School	$3,324,008
Orchard Park	$730,308
Trotter School Playground	$809,387
Warren Avenue	$14,422
Total	$8,971,540

Madison Park H S Athletic Fields
Melnea Cass Boulevard
Eliot Burying Ground
Roxbury Heritage State Park
Jeep Jones Park
Dudley Cliffs
King Street Play Area
Roxbury Heritage State Park
First Church Yard
John Eliot Square
Orchard Park
Peace Park
Centre Place Garden
Highland Avenue Community Garden
Kittredge Park
Kittredge Square
Highland Park
400 Garden
Cedar Street Garden I & II
Lambert Avenue Playground
St James Street Park
Phyllis Wheatley/ Warren Place
Mt Pleasant Play Area
Dudley Town Common
Mason Schoolyard
Clifford Playground
Allan Grite Garden I & II
Rockledge Street
St Monica's
Juniper Terrace
Boys Club Park
Winthrop Street Garden
Nuestra Playground
Magazine Street Garden
Boston Evening Academy Garden
Dudley Town Common
Highland Park
Cedar Square
Alpine Street
Warren Gardens Community Garden
Howes Playground
The Food Project Lot #1
St Joseph's Garden
Warren Gardens/ Gendrot Trust
Little Scobie Playground
Dennis Street Park
The Food Project Lot #2
Marcella Playground
Wakullah St CG
Warren Street
Malcolm X Park
Leyland Street Garden
Martin Luther King Boulevard
The Food Project Lot #3
Laurel Street Green
Julian, Judson, Dean Garden
Hannon Playground
Salvation Army Field
Southwest Corridor Park
Horatio Harris Park
Magnolia & Woodford Streets Garden
YMCA Athletic Field
Higginson Schoolyard
Winthrop Playground
NCAAA Museum Grounds
Laviscount Park
Dacia/Woodcliff Community Garden
Esperanza Garden
Waldren Road Garden
Boston Latin Academy Play Area
Savin/Maywood Street Garden
Beauford Play Area
Crawford Street Playground
Trotter School Playground
Holborn Street Playlot
ELC Playlot
Sargent Street Park
Egleston Community Garden
Msgr Roussin Play Area
Quincy Street Play Area
Brookside Community Garden
Denton Square
Southwest Corridor Park
Granada Park Garden
Elm Hill Park
Flaherty Playground
Children's Park
King School Park
Ceylon Park I & II
White Stadium
Grove Hall Plaza
Columbia Road Mall
Puddingstone Park
Franklin Park Zoo
Columbia Road Mall
Franklin Park
Fenelon Street Playground
Blue Hill Avenue
Erie/Ellington Playground
Greenwood Community Garden
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
Roxbury
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007
0 0.1 0.2 0.3 0.4 M

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Allan Gate Garden I																				1								
Allan Gate Garden II																				1								
Alpine Street																												
American Legion Highway																												
Beaufort Play Area																								X				
Blue Hill Avenue																	1											
Boston Evening Academy Garden																								X				
Boston Latin Academy Play Area																				1								
Boys Club Park			1						1								1					X		X				
Cedar Square																												
Cedar Street Garden I																			1		1							
Cedar Street Garden II																				1								
Centre Plaza Garden																				1								
Ceylon Park I		1			1				1											1								
Ceylon Park II																	1		1									
Children's Park																	1											
Clifford Playground																	1		1									
Columbia Road Mall		1	2						1	1		1					2											
Crawford Street Playground																								X				
Dacia Woodcliff Community Garden			1																									
Dennis Street Park																				1								
Denton Square																	1	1	1			1		X				
Dudley Cliffs																								X				
Dudley Town Common																												
Eglestrom Community Garden																			2		2							
ELC Playlot																				1								
Eliot Burying Ground																	1											
Elm Hill Park																												
Erie Ellington Playground																					1							
Esperanza Garden																	1											
Fenelon Street Playground																				1								
First Church Yard									1	1																		
Flaherty Playground																								X				
Franklin Park I		3			1				1								1		1		1							
Franklin Park III																	2									4	Golf Course, Club House, Shelter, "Bear Dens"	
Franklin Park Zoo																								X		1	Wooded Tract	
Granada Park Garden																											Zoo	
Greenwood Community Garden																				1								
Grove Hall Plaza																				1								
Hannon Playground		1							1								1											
Higginson Schoolyard																												
Highland Avenue Community Garden																				1								
Highland Park																			1								Historic Water Tower	
Highland Park 400 Garden																				1								
Holborn Street Playlot																	1	1										
Horatio Harris Park																			1			1		X				
Howes Playground																	1	1									Shelter	
Jeep Jones Park									1		1						1		1									
John Eliot Square																			1					X				
Julian Jackson Dean Garden																				1								
Juniper Terrace																												
King School Park									1		1																	
King Street Play Area																			1									
Kittredge Park																								X				
Kittredge Square																					1							
Lambert Avenue Playground																	1	1										
Laurel Street Green																								X				
Laviscount Park																			1			1		X				

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Leyland Street Garden																				1								
Linwood Park																								X				
Little Scobie Playground										1							1											
Madison Park H.S. Athletic Fields	1								1	2	2	2																Track
Magazine Street Garden																				1								
Magnolia & Woodford Streets Garden																				1								
Malcolm X Park		2							1	4		2					1	1	1									
Marcella Playground	1									2		1					1	1	1									
Margaret Wright Memorial Garden																				1								
Martin Luther King Boulevard																												
Mason Schoolyard																												
Morton Street																												
Msgr. Roussin Play Area																	1	1										
Mt. Pleasant Play Area											1						1		1									
NCAAA Museum Grounds																								X				
Nuestra Playground																	1			1								
Orchard Park		1								1	2	1					1	1	1									
Peace Park																								X				
Peace Park																								X				
Peace Park																								X				
Phyllis Wheatley/Warren Place																												
Puddingstone Park																			1					X				
Quincy Street Play Area										1									1									
Rockledge Street																												
Roxbury Heritage State Park I																			1									
Roxbury Heritage State Park II																												Historic House
Sargent Street Park																				1								
Savin/Maywood Street Garden																				1								
St. James Street Park																			1									
St. Joseph's Garden																				1								
St. Monica's																												
The Food Project Lot #1																				1								
The Food Project Lot #2																				1								
The Food Project Lot #3																				1								
Trotter School Playground										1	1						1	1	1									
Wakullah St. CG																				1								
Waldren Road Garden																				1								
Warren Gardens Community Garden																				1								
Warren Gardens/Gendrot Trust																												
Warren Street									1	2		2														1		Stadium
White Stadium																												
Whittier Playground										1		1					1		1									
Winthrop Playground																				1								
Winthrop Street Garden					1																					1		
YMCA Athletic Field																												

Assessment
Roxbury possesses great variety in its many acres of protected open spaces. A pastoral landscape park designed by Frederick Law Olmsted, Franklin Park is Roxbury's link to the Emerald Necklace park system, as well as Boston's largest park. It includes natural features such as steep drumlins, forested areas, and a seven-acre pond, all connected by paths, and regional attractions such as a public golf course, a zoological park, a sports stadium for city youth, and a cross-country track of world championship caliber. It also includes more conventional active recreation features such as ball fields, tennis courts, picnic areas, and play lots.

Spread throughout the community are smaller parks with passive landscape and active recreation features. A park with historic and unique features like Highland Park represents one end of the spectrum. Clifford Playground, with its ball fields, basketball court, and play lots represents the more functional end of the spectrum.

PRESERVING EXISTING ASSETS
Given the richness and multitude of Roxbury's existing open spaces, one of the assessment approaches is maintenance of effort. The City's capital improvement program has led to a large investment in Roxbury's City-owned open space facilities. Its impact has been substantial, with play fields, courts, and tot lots back in working order and in full use again. Continuing the capital program will achieve rehabilitation of other parks that require capital infusions due to cyclical wear and tear such as at lighting at Madison Park High School field, Mt. Pleasant Street Park, Winthrop Playground, and the Franklin Park Golf Course.

Improved mechanization, fiscal management techniques, and productivity measures have led to improved maintenance. Continuing to maintain these standards will help protect these facilities that are widely distributed throughout Roxbury.

ENHANCING EXISTING ASSETS
A second assessment approach is the development of new initiatives to improve existing facilities. Two items to focus on are thoroughfares and schoolyards. These are existing facilities that are only beginning to meet their fullest open space potential. The upgrading of thoroughfares is an ongoing initiative of the City. A need for thoroughfare improvements has been identified in the draft BRA Roxbury Master Plan: "Provide safe and commodious streetscape designs that balance the street right-of-way between pedestrian, bicycle, and vehicular movements."

Several important thoroughfares traverse Roxbury – Melnea Cass Boulevard, Blue Hill Avenue, Warren Avenue, Humboldt Avenue, and Columbia Road are just a few that could use improved landscape treatments. Thoroughfare initiatives that have been completed in Roxbury include the Parks Department (BPRD) Columbia Road median landscaping and tree planting, the BPRD landscaping of Blue Hill Avenue medians in the vicinity of Grove Hall and Franklin Park, the Department of Neighborhood Development (DND) "Blue-on-Green" vacant lot green-up initiative on Blue Hill Avenue from Dudley Street to Grove Hall, the DND Neighborhood Enterprise streetscape initiative on Blue Hill Avenue at Grove Hall, and the BPRD Boston Youth Fund trimming and litter pick-up along Melnea Cass Boulevard. Additional thoroughfare improvements in Roxbury will further improve its public image, benefiting residents and encouraging new investments, both private and public. They will also serve to connect open spaces together and link open spaces to the neighborhoods they serve. Using the Growing Boston Greener tree planting initiative for thoroughfare improvement would help popularize interest in side street planting.

Schoolyards can provide benefits to schoolchildren and resident children alike, such as the learning of social skills and self-confidence, and the development of physical fitness. Such facilities are well distributed in Roxbury and can provide a complement to city parks. Yet many of these spaces are paved, barren, and poorly maintained. With tall fences surrounding them, they often give the image of a holding pen rather than a nurturing space for physical and social growth. The City has developed the Boston Schoolyard Initiative, a strategy for schoolyard improvement and a process to carry out the strategy (see Appendix 2, Open Space Inventory, for further details). The Initiative has yielded successes in Roxbury, such as at the Mason, Ellis, Dearborn, and Emerson Schools.

Meeting New Needs, Finding New Opportunities

A third assessment approach is investigating new needs and opportunities. Community input has identified needs for soccer fields, tot lots and spray pools (especially to service day care centers and family day care providers), and, in general, close-to-home recreation. With much vacant land still available in Roxbury, opportunities to develop family housing should include the development of children's play areas. The Department of Neighborhood Development has often worked to develop such play opportunities along with housing. This approach is also being taken by the Dudley Street Neighborhood Initiative.

The availability of vacant land may generate opportunities for play lots, soccer fields, and other active recreation facilities. However, given Roxbury's topography and geology, the slopes and the proximity of bedrock to surface may make construction of such facilities difficult. Vacant land may attract competing uses such as much-needed housing. A balanced planning approach is needed, one that weighs future residents' open space and housing needs, and translates that approach into appropriate land use allocations. This coordinated process should be developed among agencies such as the Department of Neighborhood Development, the Boston Redevelopment Authority, and the Parks Department.

Once but a part of an estate in 18th and early 19th century Roxbury, the Shirley-Eustis House is now a restored house museum in a mixed residential/industrial area on Roxbury's eastern edge. It is the last remaining seat of a Royal Governor in the United States, built in 1744 by Governor William Shirley. Much city-owned vacant land surrounds the House. The present-day owner of the house museum, the Shirley-Eustis House Association, has acquired vacant land in the vicinity to recreate the 18th to 19th century landscape, providing the residential neighborhood with an appropriate buffer to the nearby industrial uses and open green spaces accessible to local residents and schoolchildren. A cooperative arrangement with the City has yielded an exciting public/private/community partnership to acquire, protect, and maintain greenspace that is lacking in this neighborhood.

Another initiative would promote linkages to Roxbury's abundance of public and cultural assets. A neighborhood-wide trail, as suggested in the BRA's Boston 400 draft report, or a series of sub-neighborhood trails could link the wealth of open space, historical, cultural, and environmental features, while benefiting residential and commercial areas in Roxbury. This type of initiative would be ripe for a public/private partnership approach to development and management, perhaps on a similar basis as the Freedom Trail.

A Roxbury "heritage" trail (or greenway) would connect a series of destinations for tourists to visit, such as Roxbury Heritage State Park, the Museum of the National Center for Afro-American Artists, Fort Hill/Highland Park, Schoolmaster Hill/Franklin Park, and the Shirley-Eustis House, to name a few. This could thus further the neighborhood's economic and community development agenda. The Parks Department would be willing to provide assistance as appropriate to the development of such a trail, especially since several potential sites such as Franklin and Highland Parks are Department properties. The Department, thanks to a federal grant

in the mid-1990s, created a series of Park Ranger-led historical/environmental tours in selected neighborhoods: this grant produced a Roxbury tour. This could provide the basis for planning the trail and interpreting the destinations.

THE NEXT FIVE YEARS

With a large inventory of City parks, the last six years has seen a significant re-investment in Roxbury's open space through the City's capital improvement program. Maintenance was an important theme emerging from the community participation survey. As underserved areas with vacant lots are redeveloped, planning to achieve adequate open space should take place. Franklin Park's dual role as a regional park and a neighborhood open space resource should be strengthened. As a neighborhood of historic and cultural diversity rich in open space resources, linkage concepts like gateways, greenways, and urban trails should be promoted.

Opportunities

PRESERVING EXISTING ASSETS

- Continue the rehabilitation of existing capital facilities, including play lots, ball fields (soccer, baseball, football, etc.), ball courts, paths, and benches, at locations such as Dennis Street Park, Madison Park High School field, Mt. Pleasant Street Park, Winthrop Playground, and the Franklin Park Golf Course.
- Protect and preserve urban wilds through the Parks Department Urban Wilds Initiative.
- Assist community gardens with Parks Department maintenance services as needed, as organized through the Department's community garden coordinator.
- Install blue safety call boxes in parks where, in the judgment of Parks and Police officials, the combination of park areas located far from the street or other public activity areas, *and* public safety history, warrants such infrastructure.
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

ENHANCING EXISTING ASSETS

- Support the Parks Department transportation and access study for Franklin Park. Seek to improve access to Franklin Park with entrance and edge treatments (especially at Peabody Circle), and traffic calming and management (including increased MBTA bus service to the park during holidays and weekends between May and October). Support the ongoing rehabilitation and improvement of the Franklin Park Zoo by Zoo New England.

- Promote the Department of Neighborhood Development (DND) efforts to improve the Blue Hill Avenue Corridor and the Grove Hall neighborhood enterprise zone as a means to improve the thoroughfare itself and as an important access route to Franklin Park.
- Promote the Growing Boston Greener Initiative for thoroughfare and side street tree plantings to bring greening principles to practice in Roxbury.

MEETING NEW NEEDS, FINDING NEW OPPORTUNITIES

- Implement the planning recommendations for greenways, thoroughfares, and open spaces that arose from the BRA Roxbury Master Plan process.
- Enhance major Egleston Square thoroughfares like Columbus Avenue, Washington Street, and Seaver Street so that they will be more green and bicycle-friendly. This initiative will improve the area's image as well as access to its nearby open spaces.
- Advocate for the land banking of vacant land for future open space development. Trigger land banking when residential and commercial development occurs on other vacant parcels in Sav-Mor (southern portion), Quincy-Geneva, and Washington Park South (eastern portion), sub-areas with fewer open space resources.
- Work with the BRA, the Parks Commission, and other regulatory bodies to protect the open space districts designated by the Roxbury zoning.
- Investigate designating an urban trail for bicyclists and pedestrians linking places of recreational, historic/cultural, and open space significance in Roxbury. Include interpretive signage on the broad scope of Roxbury and African-American history in Boston. Coordinate with the efforts of the Roxbury Heritage State Park, Grove Hall Board of Trade, and the Dudley Square Main Streets Program. Target focus areas such as Walnut Avenue, connecting Malcom X Park, Horatio Harris Park, the Museum of Afro-American Artists, and Franklin Park; the Highland Park neighborhood; and the Dudley Square-Dudley Triangle-Shirley-Eustis House area.
- Support and assist the open space development efforts of the Shirley-Eustis House Association.
- Establish a pedestrian walk to connect open space in the Highland Park neighborhood. Work with the community to plan and manage this walk.

- Support proposed regional open space linkages, such as the Connecting the Corridors project coming from the nearby Fenway neighborhood and the extension of the Melnea Cass Boulevard Bikeway to the South Bay Harbor Trail. Ensure pedestrian and bicycle accommodation when Ruggles Street is upgraded.
- Work with the MBTA to improve the interface between the Fairmount Line (aka Midlands Tracks) and adjacent residential properties. Create a buffer between the rail line and the residential uses along the right-of-way. Explore possibilities of a planted buffer, linear park, or bicycle path.

Community Priorities

PRESERVING EXISTING ASSETS

- Continue to rehabilitate Parks Department facilities in Roxbury, such as at Mt. Pleasant and Franklin Park.
- Advocate for regular, consistent maintenance of Melnea Cass Boulevard by the Massachusetts Highway Department to insure its gateway role for the Roxbury neighborhood, and by institutional neighbors such as Northeastern University.
- Keep maintenance a high priority for the parks in this neighborhood. Increase maintenance levels to address the intensive use of these parks.
- Support all community participation in helping clean up parks, major thoroughfares, and open space. Continue city efforts to counteract illegal dumping, a major problem in this area. Work with organizations that have ongoing clean-up efforts.
- Support community efforts to supplement the park security provided by the Boston Police Department and the Park Rangers.
- Improve street tree maintenance. Organize neighborhood-based tree care groups.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Charles from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.
- Support the maximum use of the tennis courts in Franklin Park near the Forest Hill entrance through best maintenance and permitting practices.

ENHANCING EXISTING ASSETS

- Continue the Boston Schoolyard Initiative to incorporate grass, trees, and playground equipment into public schoolyards.
- Provide opportunities for children to cool off in the summer through more off-street spray pools and street closing permits for safe hydrant use.
- Plant more trees along key streets and such major thoroughfares as Dudley Street and Warren Street, and in active recreation parks, such as in Hannon and Clifford.
- Provide a visitor center at Franklin Park, which will help welcome people into the park and increase their familiarity with its resources.
- Develop Franklin Park marketing and outreach programs targeted at community groups in the surrounding neighborhood to increase awareness of the varied events and programs that now exist beyond the zoo and golf course and of the vast improvements in the park's security situation. Develop a Franklin Park brochure and other literature in Spanish, Cape Verdean, and English to help in marketing and image-building.
- Continue to provide reduced-price admission to the Franklin Park Children's Zoo at selected times.
- Continue to target youth with facilities and programming through a coordinated recreation program that links outdoor and indoor activities.
- Focus on the needs of young girls, with access to activities such as basketball, soccer, and tennis. Provide such facilities close to home.

MEETING NEW NEEDS, FINDING NEW OPPORTUNITIES

- Continue to support the open space goals of the Dudley Street Neighborhood Initiative plan. Complete the full development of Dennis Street Park.
- Develop open spaces out of vacant lots. Tap into the DND inventory of vacant lots. Green up lots as open space to improve air quality/public health (asthma reduction) and global and local climate.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.13 Community Open Space & Recreation
SOUTH BOSTON

Section 7.2.13
Community Open Space & Recreation
SOUTH BOSTON

THE SETTING

History
First connected by bridge to Boston Proper in 1805, the South Boston peninsula soon began the gradual process of reaching its current shape through landfills. At that time the street grid was laid out and wealthy Yankee investors began to build wooden houses near Telegraph Hill. With the opening of the Old Colony railroad, the northern marshes began to be filled in to accommodate a thriving timber and foundry industry. Further landfills created space for larger railroad yards, linking the rail system to the waterfront as the South Boston port developed into one of the busiest in the country. Simultaneously, South Boston became the home of mainly Irish immigrants who came to work for industry.

By the end of the 19th century South Boston's residential development included many simple row houses and detached three-family dwellings. The early part of the 20th century saw the completion of Frederick Law Olmsted's vision to create a grand open space system along the water's edge to be enjoyed by residents.

The industrial waterfront's decline began after World War II as Boston's maritime industry was adversely affected by changing freight transportation technologies. Many of the piers were abandoned or turned into parking lots. However, in the last two decades there has been an increase in maritime commercial uses with trucking and containerized shipping feeding off the piers. Investments by public agencies like EDIC and Massport has revitalized the port area. In addition, recent projects in the Fort Point district indicate a move toward the cultural, institutional, and commercial redevelopment of former railroad and industrial land.

A significant land use trend has been one factor leading to an overall re-assessment of the South Boston industrial waterfront area. This trend is the scarcity of developable land in the downtown and Back Bay business districts, which has led to high

rents and land costs. The abundance of underutilized land in the South Boston industrial waterfront area provides an attractive alternative for future dense commercial and residential development.

Three major decisions in the past decade have provided catalysts for development in this area, remaking it as a new urban frontier. One was the decision by the federal government to construct a new federal courthouse on the Fan Pier. This provided a destination and an attraction – including a large, new open space on the waterfront – that gave people a reason to come across Fort Point Channel.

Another major decision was the one by the MBTA to construct a transitway – a dedicated line for use by a dual mode bus (electric in the tunnel under Fort Point Channel, a clean diesel above-ground) – that would connect the South Boston piers area with South Station. This transitway has created a mass transit line – now known as the Silver Line – from mass transit hubs in downtown Boston, making this area more accessible and the surrounding land more attractive for development.

The third major decision was to develop a joint city-state project – the new Boston Convention & Exhibition Center and a companion hotel in the industrial area south of the waterfront. The Center, the largest convention venue in the northeastern U.S. with a building footprint of 1.6 million square feet, was completed in 2004.

Given such factors, the City through the BRA developed a plan for the South Boston Waterfront District, understanding that a major part of the growth of the city lay in this area. In 1999, the BRA released The Seaport Public Realm Plan to outline the potential public realm assets of this newly emerging neighborhood that should be preserved or developed in the proposed build-out. Since then several passive-oriented parks have been constructed as part of this area's ongoing build-out.

Another major milestone in the development of the South Boston Waterfront District has been the state approval of the Municipal Harbor Plan for this district in 2000. A part of this review included the proposed Fan Pier multi-use development complex. With hundreds of thousands of square feet of office, retail, residential, and institutional/ cultural development accompanying a substantial

assemblage of waterfront open space and Harborwalk, this project, once fully built-out, will provide the critical mass to draw great numbers of people to a new realm of scenic open space on the South Boston waterfront.

Demographics/Housing

South Boston lost almost one third of its population between 1950 and 1970 but has stabilized at around 30,000 persons since those years. A slight decline of 2.99% in population occurred from 1980 to 1990, but an increase of 1.5% to 29,938 occurred by 2000.

In terms of the age distribution, the most dramatic difference between South Boston and Boston is in the 18 to 24 age range, where there is a 7 percent difference in population share (9% versus 16% respectively). This may have to due with the distance from major higher educational institutions and the poor transit access from this neighborhood to such institutions.

As far as race/ethnic composition is concerned, whites remain predominant (98% in 1980, 95% in 1990, 87% in 2000), but diversification is beginning to occur, primarily due to an influx of Hispanic (8% in 2000), Asian/Pacific Islander persons and multi-racial persons (both at 4% in 2000).

Renters have dominated the housing stock. In 1985 only a quarter of South Boston's housing units were owner-occupied. In 1990 31% of occupied units were owner-occupied. As the past decade has seen increasing condominium conversions in this neighborhood, the percentage of owner-occupancy has increased to 34%. The migration of young professionals into the area has been a factor in higher rents and real estate prices throughout the neighborhood.

Another quarter of its housing stock (1985) was in public housing, giving South Boston the highest density of public housing of any neighborhood. An artists' community is well established in some of Fort Point's former industrial lofts, across from downtown Boston, but questions about its future linger. It is anticipated that in the coming years, future housing developments in the South Boston Waterfront District will include affordable housing units. This inclusion should help ease the burden on those residents being pushed out of market rate housing by higher rents or condominium conversions.

Demographic and Housing Profile

Population	
2000 Census	29,938
1990 Census	29,488
1980 Census	30,396
Population growth/decline, 1990 - 2000	1.53%
Population growth/decline, 1980 - 1990	-2.99%

Age		
0 to 4	1,474	5%
5 to 9	1,661	6%
10 to 14	1,528	5%
15 to17	722	2%
18 to 24	2,751	9%
25 to 44	12,007	40%
45 to 64	5,798	19%
65 to 74	2,060	7%
75 to 84	1,541	5%
85 and over	396	1%

Race	% of Total Population
White alone	87%
Black or African American alone	3%
American Indian and Alaska Native alone	0%
Asian alone	4%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	4%
Two or more races	2%

Latino Status	% of Total Population
Not Hispanic or Latino	92%
Hispanic or Latino	8%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	14,036
1990 Census	12,246
1980 Census	11,825
Household Growth/Decline, 1980-1990	3.56%
Household Growth/Decline, 1990-2000	14.61%

Population by Household Type	% Persons
Family households	65%
Non-family households	33%
Group quarters	2%

Average Household Size	Persons per Household Type
All Households	2.10
Family Households	3.06
Nonfamily Households	1.30

Persons Per Household	Households	%
1-person households	5,867	42%
2-person households	4,271	30%
3-person households	1,855	13%
4-person households	1,151	8%
5-person households	572	4%
6-person households	260	2%
7-or more person households	60	0%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	9,711.2
1990 Census	9,421.1
2000 Census	9,564.9
Density Change 1980 to 1990	-290.1
Density Change 1990 to 2000	143.8

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	34%
Renter occupied	66%

Total Occupied & Vacant Housing Units in Structure	
Single units	16%
Double units	15%
3-9 units	54%
10-19 units	7%
20-49 units	4%
50 or more units	4%
All other	0%
Single/Multiple Unit Ratio	0.2

Household by Number of Vehicles Available	
No vehicles	32%
1 vehicle	48%
2 vehicles	18%
3 or more vehicles	3%

Median Household Income
$40,311

Civilian Unemployment Rate
5.0%

Poverty Rate
17.3%

According to the 2000 Census, South Boston's median household income was $40,311, higher than the citywide figure of $39,629. In 2000, 32% of the neighborhood's households did not own cars, a slightly smaller share than the 35% share for Boston as a whole.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
With South Boston's extensive beachfront factored in, the neighborhood has a total of 211 acres of protected parks, playgrounds, beaches, squares, and malls. South Boston has 7.03 acres of protected open space per thousand persons. While slightly less than the city's overall ratio of 7.47, the 7.03 ratio is quite substantial for a highly dense mixed-use urban neighborhood. It compares favorably with the ratio of 2.5 acres per thousand population posited by the Boston Urban Gardeners in the South End Open Space Study (1988) as a more appropriate guideline for inner core urban neighborhoods like South Boston. However, most of the neighborhood's space is distributed in large regional parks at the water's edge. Therefore, while the dense urban fabric of the neighborhood is currently largely unrelieved by regularly distributed open spaces, the open spaces that are available are of a generally high quality with desirable natural and built features.

The Parks Department has invested over $2.6 million of improvements in the neighborhood's open space facilities over the past six years (see table below). This has included a renewed playlot in Sweeney, and a renewed ball diamond and a renewed soccer field in Joe Moakley Park.

South Boston Capital Projects 2001-2006	
Flaherty Playground	$92,295
Joe Moakley Park	$2,292,260
Sweeney Playground	$368,086
Total	$2,660,347

Assessment
South Boston consists of two distinct sub-neighborhoods, the predominantly residential area south of First Street and a once wholly industrial area to the north located on flat landfill terrain between Fort Point Channel and the Reserved Channel.

THE RESIDENTIAL SOUTH BOSTON NEIGHBORHOOD
Characterized by a grid-patterned residential street network on an undulating terrain, this area of South Boston is now completely developed with little vacant land available for new projects. While the street grid itself is interspersed with churches, schools, pocket parks, and playgrounds, some sited to offer panoramic views of the harbor, its southern shoreline is framed by a continuous open space system of parks, beaches, and promenades conceived by

Fan Pier Harborwalk
Fan Pier Plaza
Children's Wharf Harborwalk
Children's Wharf Park
Children's Museum Plaza
Eastport Park
South Boston Maritime Park
Binford Street Park
Wormwood Park
Rolling Bridge Park
Dry Dock Plaza
Marine Industrial Park Entrance
Boston Design Center Plaza
Flaherty Park
Reserved Channel
Buckley Playground
Orton Field
Sweeney Playground
Christopher Lee Playground
Medal of Honor Park
Hanne Park
Strandway/ Castle Island
Hawes Burying Ground
Lincoln Square
Union Burying Ground
Thomas Park/ Telegraph Hill
Strandway/ Castle Island
Columbia Road/Day Boulevard
M Street Beach
L Street Beach
Veterans Memorial Park
Sterling Square
Joe Moakley Park
Carson Beach
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Binford Street Park																												
Boston Design Center Plaza																												
Buckley Playground									1	1						1		1										
Carson Beach																		1			X				1	2		Bathhouse, Beach, Shelter
Children's Museum Plaza																		1										
Children's Wharf Harborwalk																		1										
Children's Wharf Park																		1						X				
Christopher Lee Playground		2	1		1				1																			
Columbia Road/Day Boulevard																												
Conley School Garden																				1								
Dry Dock Plaza																		1										
Eastport Park																		1						1				
Fan Pier Harborwalk																					X							
Fan Pier Plaza																		1			X							
Flaherty Park																	1	1										
Fort Point Channel Harborwalk																					X							
Hawes Burying Ground																												
Joe Moakley Park	3	3	3	1	3				4		3	1				2	1	1		1						2		Track, Stadium
L Street Beach															1						X							Beach, Recreation Center/Bathhouse
Lincoln Square																												
M Street Beach																		1			X							Beach,
Marine Industrial Park Entrance I																								X				
Marine Industrial Park Entrance II																								X				
Marine Park	1		1					1			1	1				1		1										Ice Rink
Medal of Honor Park																1		1		1								
Orton Field		1							1	3																		
Reserved Channel																												
Rolling Bridge Park																												
South Boston Maritime Park																												
Sterling Square																		1		1								
Strandway/Castle Island																1		1		2	X					3		Beach, Historic Fort, 2 Piers, Shelter
Sweeney Playground									1							1		1										
Thomas Park/Telegraph Hill																		1		1								
Union Burying Ground																												
Veterans Memorial Park									1		2																	
Wormwood Park																												

Frederick Law Olmsted. The Strandway connects the playgrounds of Joe Moakley Park to the L Street Beach, Pleasure Bay, and Castle Island.

The Mary Ellen McCormack, Old Colony, and West Broadway public housing developments dominate the Dorchester Avenue side of the neighborhood. Dorchester Avenue itself is expanding with commercial uses, especially at Andrew Square, where the MBTA station has been rehabilitated.

The residents of this area of South Boston are generally well served by diverse and easily accessible open space facilities. While Joe Moakley Park and Christopher Lee Playground provide a full range of active recreation facilities, the Strandway and Castle Island area take care of passive, water-based, and linear recreation needs. Some of the best views of Boston Harbor are from locations along the South Boston shoreline. The DCR has recently rehabilitated beach facilities such as bathhouses and sidewalks. However, the beaches still tend to be underutilized mainly due to a continuing perception among residents that local waters are contaminated. A flag system has been instituted to notify users of the water quality conditions, which will continue to improve as the MWRA and BWSC work to significantly reduce CSO discharges. The activation of secondary treatment at Deer Island and the discharge of treated effluents nine miles out to Massachusetts Bay is leading to further cleansing of local waters as the sediments from past discharges are in part diluted and inactivated over time.

On a smaller scale, the residential St. Vincent neighborhood and Andrew Square remain relatively underserved with only a few small parks in the vicinity. The West Broadway housing development does not have easily accessible active recreation facilities.

In the mid-1990s, state legislation mandated the transfer to the Department of Conservation and Recreation (DCR) of 14.34 acres of MBTA land between the Reserved Channel and East First Street, located opposite Christopher Lee Playground (aka M Street Playground). Formerly part of the MBTA power station complex, it had been selected as a site for an MWRA CSO facility. Due to community opposition to the siting of this facility at this location, state legislators from South Boston have been unwilling to support legislation to enable a non-park use on this state park parcel per Article 97 requirements. Therefore, the MWRA's CSO program for the South Boston area has dropped this site from its planning. Some in the community do desire waterfront access in this area. Yet this parcel is in a Designated Port Area, a Chapter 91

designation for land restricted to maritime commercial and industrial uses. It will likely take time to resolve and accommodate the various needs and interests in this area.

BETWEEN THE CHANNELS: THE SOUTH BOSTON WATERFRONT DISTRICT – FORT POINT, THE SOUTH BOSTON PIERS, AND COMMONWEALTH FLATS
In stark contrast to the rest of the neighborhood, the area north of First Street has been predominantly industrial and commercial. Many parcels remain underutilized or vacant. Little of the land has been developed for public open space. Until recently, the EDIC's Marine Industrial Park provided the only respite with tree plantings and a passive recreation park. The piers in the north have been adapted for new uses such as office and residential towers, exhibition spaces, restaurants and institutional buildings, such as the new Institute for Contemporary Art. The old warehouses along the Fort Point Channel have been converted into offices and cultural facilities like the Children's Museum. They have also become home to a unique community of furniture makers, high quality printers, and artists. However, this community has become threatened by market forces as the Fort Point neighborhood becomes desirable for office and other uses yielding higher revenues to property owners.

Until recently, this section of the neighborhood had few open spaces that can be used by the public, but does still have large tracts of vacant land. The gradual increase in the population of residents between 25 and 34, including some couples with small families, is putting increasing pressure on existing open space facilities throughout South Boston. Fort Point Channel, abandoned and contaminated for the most part, had not been developed for public uses, with the exception of Museum Wharf. Only EDIC's Marine Industrial Park had a well maintained and accessible pedestrian environment.

Change, however, has occurred and further change is expected. The federal government, based on joint city/state/federal planning led by the Parks Department, constructed a new courthouse named after the deceased Congressman Joseph Moakley at Fan Pier with an extensive 2+ acre plaza/park with a harborwalk, enabling public access with views of Boston's scenic urban waterfront. This has become a critical piece in this area's emerging open space system, as it serves as a "hinge," a double gateway from downtown Boston to an emerging system of harborwalks and open spaces along Fort Point Channel, and to another emerging system of harborwalks and open spaces along the South Boston Piers.

Children's Wharf, the harborside area between New Northern Avenue and Congress Street anchored by The Children's Museum Boston, is an emerging node in the Fort Point Channel open space system. The Parks Department owns the harborwalk there (which has been reconstructed with TEA-21 funding) and owns a new park there along the Channel/New Northern Avenue edge (the result of Chapter 91 mitigation for the construction of the Silver Line Transitway tunnel). Combined with an interactive outdoor exhibit in the area in front of the Children's Museum, Children's Wharf will create an attraction that will draw people to Fort Point Channel. This will help energize a constituency for the full build-out of a continuous open space system along both sides of the channel. Such a system would serve a regional audience thanks to both the Children's Museum's regional market and to the harbor water taxi system, including a proposed landing at Children's Wharf.

A more comprehensive approach to developing the potential of the Fort Point Channel is now underway. The BRA has worked with local interests to draft a Fort Point Channel Watersheet Activation Plan that calls for the Channel to become a water park (including the continuous open space system referred to above). This would enable direct public interaction with the water, thereby making water-based recreation a centerpiece of urban living. The plan was released in 2002.

Other projects have generated considerable new open spaces in this area. The Central Artery Project has created open spaces along Fort Point Channel – such as Vent Building Park, Mt. Washington Avenue Park, the Cabot Cove Harborwalk, the Fort Point Channel Harborwalk, and the Dorchester Avenue Park and Harborwalk – which will link up with the South Bay Harbor Trail and the Melnea Cass Boulevard bike path, both in the South End. As it moves ahead over the course of several years of mixed-use development, the Fan Pier project will provide an assortment of open spaces that will significantly improve public access to the water in this area. Massport has provided a series of open spaces in its Commonwealth Flats Development Area (CFDA), located to the east of the Fan Pier area, south of the World Trade Center and the Boston Fish Pier, and north of the proposed Boston Convention and Exhibition Center. A total of four significant open spaces will ultimately be located in the CFDA area closest to the waterfront (Eastport Park and South Boston Maritime Park have already been built), providing a more attractive siting and better waterfront access for the more densely developed CFDA area closer to the I-90 connection to the Ted Williams Tunnel.

In the 1999 publication The Seaport Public Realm Plan (the "Seaport" generally refers to this "between the channels" area, aka the "South Boston Waterfront"), the BRA provided the most significant planning guidance yet regarding open space for this new sub-neighborhood. This plan provides a proposed street and block layout plan, pedestrian circulation plan, transit and transportation plan, land use/civic uses plan, water uses plan, open space plan, and urban design plan. It seeks to replicate, refine, and improve on the model of small livable neighborhoods elsewhere in the city. Rather than the mega-blocks currently found in this old industrial area, the proposed layout of streets and open spaces seeks to re-create the small, irregular blocks of "Boston Proper."

Proposed boulevards and squares, some reminiscent of Post Office Square Park and Franklin and Blackstone Squares, help connect the interior of the new neighborhood with the key open space system here – the Harborwalk. The southern end of the Reserved Channel is the potential location of a larger park, which may include active uses such as ball fields and children's play equipment. Future planning exercises will need to take place to flesh out the design programs of these proposed parks, squares, and boulevards. These facilities will need to accommodate the desires of the future users who will reside in housing to be built here. These planning exercises may also determine whether or not additional open spaces for active and passive recreation should be created to meet the demands of this new sub-neighborhood; such spaces may also prevent impacts on the active and passive recreation spaces of other nearby neighborhoods, such as Central Boston, Charlestown, the (currently) residential South Boston, the South End, Roxbury, and the northern sections of Dorchester.

The BRA contemplates implementation of the proposed improvements in the Seaport Public Realm Plan through funding by state and local public agencies, private developers, and subsidies from state and federal sources, such as grants. It proposes a Seaport Public Realm Enhancement Fund to accept "contributions from private development in the Seaport, based on the fact that private land values have been greatly enhanced by billions of dollars of public infrastructure improvements." As waterfront sites will be required by state law to develop publicly-accessible amenities, including open spaces, "[i]nland parcels would benefit from these waterfront improvements in terms of increased land and building value. To balance this inequity, inland property owners will be expected to pay a proportionately higher amount into the Enhancement Fund, to offset the lower cost of their public realm improvements." (The Seaport Public Realm Plan, page 113.)

Other tools for implementation of the plan include the development of urban design guidelines, amendments to the zoning code for this area, amendments to the Municipal Harbor Plan (the City's customized Chapter 91 regulations which were recently approved by the state), an area transportation study, and completion of master planning for the Boston Marine Industrial Park. These tools will help to shape the future open spaces in this new sub-neighborhood.

THE NEXT FIVE YEARS

The industrial Fort Point Channel/Reserved Channel district and the residential areas of South Boston are discrete sub-neighborhoods. The emergence of the "Between the Channels" district as a mixed-use sub-neighborhood provides an opportunity to establish a dynamic relationship in land uses: the new public realm amenities associated with proposed projects in the new area can be used by the growing population in the current residential area. The public sector targeted the South Boston Waterfront District for a profusion of transportation and economic development projects now completed. These public sector projects, and the private sector projects that follow in their wake, are likely to provide open space opportunities that promise to alter the status quo dramatically. The currently inaccessible waterfront along the South Boston piers and channels will become available to residents and visitors alike in the years and decades ahead through developer compliance with the Harborwalk provisions.

Creating healthy open space plays a role in promoting the perception of neighborhood livability. The City's planners hope that the new open spaces devised for the area "Between the Channels" will help establish the new South Boston Waterfront District as livable and desirable. The challenge will be to create a balanced open space system to meet the various needs of visitors and residents alike.

Opportunities

THE RESIDENTIAL SOUTH BOSTON NEIGHBORHOOD

- Urge the DCR to continue to staff, program, clean, and revitalize South Boston's extensive beachfront and support facilities.
- Accommodate soccer and the needs of other sports in South Boston through programming of existing parks. Seek new space for a soccer facility, perhaps in the South Boston Waterfront District, for the long term. Explore ways to meet needs of sports with recently rising interest such as rugby.
- Explore, through a tax title and vacant land recovery program, the possibility of new parkland in the St. Vincent neighborhood.
- Promote small boat docking for use by neighborhood residents at Castle Island to supplement existing yacht clubs.

- Support a public review process for the DCR Reserved Channel parcel to resolve the multiple interests of preservation of maritime commerce and industry, environmental remediation, community preservation, and access to waterfront open space.

BETWEEN THE CHANNELS: THE SOUTH BOSTON WATERFRONT DISTRICT

- Support the implementation and refinement of the recommendations contained in the BRA's Seaport Public Realm Plan. Work through the implementation process (urban design guidelines, zoning amendments, etc.) to assure varied open space and recreation needs are met for present and future users. Use part of the Seaport Public Realm Enhancement Fund to purchase land for active and passive recreation areas in the inland portions of the South Boston Waterfront District. Investigate if further greening is needed for such large roadways as Seaport Boulevard, Northern Avenue, and Summer Street, as well as the addition of bike lanes.
- Create a clean and accessible Fort Point Channel for public use based on the recommendations of the BRA's Fort Point Channel Watersheet Activation Plan.
- Strengthen the public environment at Children's Wharf by seeking enhanced pedestrian connections with the surrounding warehouse residential area.

Community Priorities

THE RESIDENTIAL SOUTH BOSTON NEIGHBORHOOD

- Implement a tree planting program for Joe Moakley Park.
- Continue to facilitate the creation of new and usable open space for the Old Colony, McCormack, and West Broadway housing developments.
- Install signs for the designation of pedestrian and bike paths along the Strandway.
- Seek to improve Flaherty, Buckley, and Sweeney Parks in the St. Vincent's sub-neighborhood in the western part of South Boston.
- Expand enforcement and signage to regulate the use of dogs in parks and playgrounds in the face of increased dog ownership. Increase public awareness of water quality impacts on the Harbor from stormwater contaminated by dog waste. Identify responsible dog owners groups as potential stewards for such public awareness campaigns and for potential dog park areas.

BETWEEN THE CHANNELS: THE SOUTH BOSTON WATERFRONT DISTRICT

- Generate open space of all types, particularly playgrounds and ball fields for the Fort Point Channel district in particular and the Seaport area in general, as these areas are in dire need and should have parity on an acres/population basis with the rest of the city.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.14 Community Open Space & Recreation
SOUTH END

Section 7.2.14
Community Open Space & Recreation
SOUTH END

THE SETTING

History
As originally conceived in the 1850s, the South End was to be a neighborhood of townhouses for wealthy merchants. In laying out the streets, the planners followed the English park model of residential squares, each with a large oval grass plot defining the center of the street. At the turn of the century, however, the more affluent residents had become more attracted to the fashionable Back Bay. The South End instead became the port-of-entry to more than 35 distinct linguistic groups as the dense residential fabric was inherited by wave after wave of primarily working class immigrants. The neighborhood maintains much of this richly diverse and complex character.

Urban renewal in general and the Prudential Center and Copley Place developments in particular attracted powerful market forces to the South End. Starting in the mid-1960s, gradual smaller-scale private reinvestment and an accompanying gentrification resulted. Along with market developments, innovative projects like the Villa Victoria housing development, the Southwest Corridor Park, and Tent City have had a positive impact on the quality of life in the community. With the location of biotechnology-related light manufacturing in the area, the expansion of the Boston Medical Center, and the re-focusing on Washington Street resulting from the City's Main Streets program and the MBTA's Silver Line project, the more eastern sections of the South End have seen a revitalization that is likely to continue into the near future.

Demographics/Housing
The South End's population has stabilized and continues to maintain its diversity. There was an increase of 6.3% in the population from 27,125 in 1980 to 28,842 in 1990. The 2000 population figure was 28,160, resulting in a slight decline of -2.4%, likely due to smaller household sizes.

The percent of white persons increased from 40% in 1990 to 50% in 2000, while the percent of blacks continued to decrease from 32% to 25% in the same period. The percent of persons of Hispanic origin (16% in 2000) and Asian/Pacific Islanders (11% in

Demographic and Housing Profile

Population	
2000 Census	28,160
1990 Census	28,842
1980 Census	27,125
Population growth/decline, 1990 - 2000	-2.37%
Population growth/decline, 1980 - 1990	6.33%

Age		
0 to 4	1,067	4%
5 to 9	1,219	4%
10 to 14	1,171	4%
15 to17	633	2%
18 to 24	3,208	11%
25 to 44	12,536	45%
45 to 64	5,950	21%
65 to 74	1375	5%
75 to 84	741	3%
85 and over	260	1%

Race	% of Total Population
White alone	50%
Black or African American alone	25%
American Indian and Alaska Native alone	1%
Asian alone	11%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	9%
Two or more races	4%

Latino Status	% of Total Population
Not Hispanic or Latino	84%
Hispanic or Latino	16%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	14,300
1990 Census	12,911
1980 Census	11,348
Household Growth/Decline, 1980-1990	13.77%
Household Growth/Decline, 1990-2000	10.76%

Population by Household Type	% Persons
Family households	49%
Non-family households	46%
Group quarters	5%

Average Household Size	Persons per Household Type
All Households	1.87
Family Households	2.94
Nonfamily Households	1.34

Persons Per Household	Households	%
1-person households	7,062	49%
2-person households	4,449	31%
3-person households	1,385	10%
4-person households	792	6%
5-person households	389	3%
6-person households	164	1%
7-or more person households	59	0%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	26,335.0
1990 Census	28,001.9
2000 Census	27,339.8
Density Change 1980 to 1990	1,666.9
Density Change 1990 to 2000	-662.1

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	28%
Renter occupied	72%

Total Occupied & Vacant Housing Units in Structure	
Single units	6%
Double units	5%
3-9 units	56%
10-19 units	7%
20-49 units	8%
50 or more units	18%
All other	0%
Single/Multiple Unit Ratio	0.06

Household by Number of Vehicles Available	
No vehicles	42%
1 vehicle	48%
2 vehicles	9%
3 or more vehicles	1%

Median Household Income
$41,590

Civilian Unemployment Rate
6.9%

Poverty Rate
23.9%

2000) remained stable in the 1990 to 2000 period. These percentages indicate that the South End is one of the most racially diverse neighborhoods in the city, and is similar to the diversity of the city as a whole (54% white, 25% black, 14% Hispanic, 8% Asian/Pacific Islander).

Statistics that reflect the gradual gentrification of the South End include the higher percentages of persons in the 25-44 age group (45% versus 36% for the city); 46% of the population lives in non-family households versus 29% of the population in non-family households in Boston as a whole; 49% of the households are one-person households versus 37% for the city; a median household income of $41,590 versus $39,629 for Boston; and the trend in the South End of increasing white population over 20 years, from 35% in 1980 to 50% in 2000 versus the white population decline in Boston as a whole from 68% in 1980 to 54% in 2000.

In terms of the proportion of the youth population, i.e., ages 17 and younger, the South End has gone from a fairly comparable situation with the city in 1990, 17% versus 19% respectively, to one where it showed a distinct difference in the percentage of youth compared to Boston in 2000, 14% versus 20% respectively.

There is a much higher population density in the South End, more than double that of Boston (27,339.8 persons per square mile versus 12,172.3, respectively), and fewer households have access to a vehicle – 42% have no access to a vehicle versus 35% for the city.

The housing stock in the South End is expanding at a fast pace with the reclamation of old buildings, the conversion of single family dwellings to multi-unit condominiums, and recently, a number of new moderate income and luxury housing projects. Seventy-two percent of all occupied housing units are renter-occupied. Cultural and institutional facilities will likely increase, continuing to attract young professionals to the neighborhood.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
The tight residential fabric of the South End has resulted in approximately 30,000 persons being packed into a one-square-mile area, a density that is over two times the city's overall figure. It is not surprising then to find that the neighborhood's ratio of protected open space per thousand persons is a mere 1.03, while Boston has a 7.47 ratio. The 1.03 acres per thousand ratio for this neighborhood is less than the 2.5 acres per thousand persons guideline set out in the South End Open Space Study prepared by the Boston Urban Gardeners (1988). This is a more appropriate guideline for comparison for downtown-core urban neighborhoods. There are 29 acres of protected parks, playgrounds, squares, and malls in the South End, while another 20 acres are unprotected open space.

There are 25 community gardens in the South End, ranging from the 1.10-acre, 110 garden plot Berkeley Street Community Garden to the 0.03-acre Titus Sparrow Garden. These gardens provide additional open space as well as fresh food and outdoor activities for their gardeners. The primary holders of community garden space in the South End are the MBTA, the BRA, and the non-profit South End/Lower Roxbury Open Space Land Trust (SE/LROSLT).

The City oversaw an investment of $7.7 million toward improvements to the open space system in the South End through the 2001-2006 period (see table below). Nine facilities were affected through this effort including play lots at O'Day, Ramsay, and Titus Sparrow.

South End Capital Projects 2001-2006	
Braddock Park	$151,667
Chester Park	$15,000
Hiscock Park	$234,146
O'Day Playground	$535,053
Ramsay Park	$381,951
Rotch Playground	$5,000,000
St. Helena's Park	$257,866
Titus Sparrow Park	$827,299
Union Park Street Play Area	$295,366
Total	$7,698,348

Chandler/ Tremont Plaza
Southwest Corridor Park
Childe Hassam Park
Castle Square Parks
Castle Square Parks
Warren & Clarendon Streets Garden
Braddock Park Garden
Braddock Park
Hayes Park
Dartmouth Garden
Harriet Tubman Square
Watson Park I & II
Peters Park I & II
Ringgold Park
Titus Sparrow Park
Hiscock Park
Union Park Square
Bradford Street Play Area
West Rutland Square
Wellington Common
Rotch Playground
Wellington Green
Concord Square
South End Library Park
Unity Towers Garden
Carter School Grounds
Southwest Corridor Park
Worcester Street Garden
Rutland Green
O'Day Playground
Msgr. Reynolds Playground
Waltham Square
St. Helena's Park
Saranac/New Castle Garden
Blackstone Square
Union Park Street Playground
Newland Street Park
Carter Playground
Fredenck Douglass Green
Rutland's Haven Community Garden
Franklin Square
Rutland Washington Community Garden
Harrison Urban Garden
West Springfield Garden
South End South Burying Ground
Kendall & Lenox Streets Garden
Washington Manor Community Garden
Massachusetts Avenue Malls
Worcester Square
Southwest Corridor Park
Frederick Douglas Peace Garden
Bessie Barnes Garden
Bessie Barnes Park
Melnea Cass Boulevard
United Nbhd of Lower Roxbury CG
Boston Medical Center Campus
Northhampton St Community Garden
Ramsay Park
Melnea Cass Boulevard
Melnea Cass Boulevard
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
0 0.1 0.2 0.3 0.4 0.5 Miles
City of Boston
South End
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
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Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Berkeley Street Garden																				1								
Bessie Barnes Garden																				1								
Blackstone Square																			1						1			
Boston Medical Center Campus																			1									
Braddock Park																			1						1			
Braddock Park Garden																				1								
Bradford Street Play Area																									1			
Carter Playground		1	1						1		1	5		1			1	1	1									
Castle Square Parks										1	1						1											
Chandler/Tremont Plaza																	1		1									
Chester Park																			1					X				
Childe Hassam Park																								X				
Concord Square																			1					X	1			
Dartmouth Garden																				1								
Franklin Square																			1					X	1			
Frederick Douglass Green																												
Harriet Tubman Square																			1		1			X				
Hayes Park																	1		1		1							
Hiscock Park																												
Kendall & Lenox Streets Garden																				1								
Massachusetts Avenue Malls																												
Melnea Cass Boulevard																						X		X				
Msgr. Reynolds Playground																	1		1									
Newland Street Park																	1											
Northhampton St Community Garden																				1								
O'Day Playground										1							1		1									
Peters Park I			1							2		1		1	2		1		1									Dog Run
Peters Park II																												
Ramsay Park	1				1					3		2					1	1	1		1							
Ringgold Park											1						1		1									
Rotch Playground									1										1									
Rutland Garden																				1								
Rutland Green																				1								
Saranac/New Castle Garden																				1								
South End Library Park																			1									
South End South Burying Ground																												
St. Helena's Park																1			1									
Titus Sparrow Park										1	1	1					1		2	2								
Union Park Square																			1									
Union Park Street Playground																	1		1									

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United Neighborhood CG																				1								
Unity Towers Garden																				1								
Waltham Square																			1									
Warren & Clarendon Streets Garden																				1								
Washington Manor Community Garden																				1								
Watson Park I																												
Watson Park II																												
Wellington Common																				1								
Wellington Green																				1								
West Rutland Square																			1									
West Springfield Garden																				1								
Worcester Square																			1					X	1			
Worcester Street Garden																				1								

Assessment

SMALL AND BEAUTIFUL

Parallel arterials slice through the South End's regular residential block grid on a southwest to northeast axis, connecting Boston's southern neighborhoods with the downtown areas. The character of land uses as well as the availability of open space resources varies as one moves across the area between these major roads.

In the western third of the neighborhood, the blocks adjacent to Columbus Avenue and Tremont Street have experienced substantial gentrification. New restaurants and stores occupy many ground floor spaces. Carter Playground and Titus Sparrow Park provide active recreation facilities. In addition to play lots, community gardens, courts, and seating areas, the DCR's Southwest Corridor Park serves as a pedestrian spine to the area, providing a link between Ruggles Station, Carter Playground, Massachusetts Avenue, Titus Sparrow Park, and the Back Bay Station.

The area adjacent to Shawmut Avenue and Washington Street is less affluent and dominated by the neighborhood's housing developments including the Villa Victoria complex. Located opposite each other on Washington Street, Blackstone and Franklin Squares together provide the centerpiece of the area's passive open spaces. Peters and Ramsay Parks provide active recreation anchors at the northern and southern ends of this sub-neighborhood, while O'Day and Ringgold provide smaller active play areas within this sub-neighborhood. A large number of community gardens are located on East Berkeley Street. The Rutland and West Springfield community gardens are also sizable. The widening of Washington Street to accommodate the Silver Line transit system has rapidly transformed this corridor, bringing in both new residential developments and park users.

Medical facilities are the dominant land uses between Washington and Albany Streets. The Boston Medical Center and Boston University Medical School complexes are interspersed with green areas and plazas to create a campus-like environment. This section of the South End has developed light manufacturing uses as well. The Cathedral housing complex, one of the oldest in the city, is one of the few existing residential areas between Washington and Albany Streets. This area has few active recreation facilities: Msgr. Reynolds Play Area, Union Park Play Area, and Rotch Playground.

The South End's lack of open space in terms of acreage is compensated somewhat by a large inventory and a broad range of facilities, typified by ball fields, courts, play lots, and small, attractive residential squares elaborated with such features as cast iron fencing, fountains, or statues. Street trees are highly valued and cared for in this neighborhood.

A detailed assessment of existing conditions indicates that facilities are somewhat unevenly distributed within the neighborhood. The larger active facilities tend to be located at the fringes of the South End, while the residential squares tend to be more fully integrated into the fabric of the neighborhood. Given the history of the South End's planning and development, this was no accident. The residential squares were designed in the 1800s as part of the residential fabric to be fully built-out and populated by wealthy merchants; the location of active areas near the industrial fringes of the neighborhood is due both to society's growing need for this type of recreation during the 1900s and to the availability of cheaper land there, particularly as industry became a less prevalent land use in this area due to economic factors.

As the South End's population of young adults continues to grow there will be increasing demand for permits from residents to utilize existing facilities. Limited household access to vehicles is also a factor in the need for more open space accessible to residents of this area. There is a need to identify new sites for active recreation as public and private housing developments are planned and as the number of organized leagues and clubs increase. Currently, the four facilities over 2.5 acres in the neighborhood – Carter, Peters, Ramsay, and Rotch Playgrounds – are experiencing heavy use and maintenance demands. The dramatic rise in the popularity of soccer and the continued keen interest in baseball puts additional pressure on these facilities. Carter experiences added pressure from the Northeastern University student population. Smaller facilities such as O'Day and Titus Sparrow are also experiencing heavy use, again creating added maintenance and capital redevelopment needs.

The ongoing tension created when the few irresponsible dog owners allow their pets to urinate and defecate on paved and unpaved portions of the South End's parks may be somewhat relieved by the construction of a dog park in Peters Park. This dog

park was constructed with funds raised by dog owners, and includes a fund for maintenance and, if needed, subsequent removal if lack of use justifies it, in accordance with a city law governing the building of dog parks. This may help reduce complaints in other nearby parks such as Ringgold, where families bring young children to play on the play equipment.

The neighborhood's many small squares and passive parks are symbolic of the South End's urbane residential character. Yet they require ongoing restoration, operational support from friends groups, better accessibility through sidewalk improvements, and programming of small events. The absence of backyard space in the neighborhood highlights the need for such spaces. The same is true for open space facilities within the public housing developments.

Although there is a need for more ball fields, courts, and children's play areas, such uses require a substantial amount of land. Therefore, they are unlikely to be met in the near term given the intense land use pressures and high property values in this neighborhood. In concert with the stately brick townhouses on quiet tree-lined residential side streets, the English residential square model has been successful in providing an attractive and restful, yet urbane, character to this neighborhood, compensating somewhat for the lack of larger open spaces provided in less dense neighborhoods.

As mentioned before, one planning approach will be to consider the provision of open space amenities as part of public and private development projects. The Parks Department will continue to work with the BRA and other agencies through the Article 80 and other review processes such as the Parks Commission's 100-foot rule review process, to determine the need, as appropriate, for open space amenities as part of development projects.

Much has been accomplished over the past seven years for this neighborhood's street and park trees. New park trees have been planted through a Department program where persons or other entities can donate funds for a tree with a plaque placed in the soil. The minimum donation also includes two years of follow-up care. Friends groups have also contributed to tree planting and care. The Department has eliminated the backlog of dead, dying, and diseased street trees needing removal. Many of the tree pits have been replanted with a mix of species to prevent large-scale losses from disease. The goal for tree care in this neighborhood in the future will be to assure adequate funding for park and street tree

maintenance as many of the newer trees get older and already aging and stressed trees call for more frequent care. The Department will also focus on the South End as a target of efforts by the Growing Boston Greener tree-planting initiative.

Future Open Space on the Turnpike Air Rights

Resulting from the work of the City- and Massachusetts Turnpike Authority (MTA)-appointed Strategic Development Study Committee (SDSC), the BRA commissioned a study titled A Civic Vision for Turnpike Air Rights in Boston (2000) to plan for the future of the Turnpike air rights parcels. For the parcels bordering the South End (Parcels 16-23), this plan called for two new parks to be created. One would be on an approximately 1.5-acre portion of Parcel 18 at a hinge with the Back Bay and Bay Village (Berkeley and Cortes Streets); and the other would be on an approximately 0.8-acre portion of Parcel 21 to be shared with Chinatown (Shawmut Avenue, Marginal and Herald Streets). The plan's guidelines for Parcel 21 call for "includ[ing] a mix of active recreation facilities, a paved area ... to accommodate community gatherings and festivals, and quieter seating areas." (Section IV, Implementation, page 81.) The remainder of the site would be developed with a building at or over 150 feet in height for mixed-income housing and commercial or community uses. With active recreation field sports requiring from 3/4-acre for football to 1.2-acre minimum for Little League (soccer would need an acre), and given the other requirements for other uses such as paved areas, quiet seating areas, and such, the type of active recreation facility appropriate for this site from a size point of view would be courts for basketball, tennis, handball, volleyball, street hockey, and the like. A process that reviews the needs of the nearby Quincy School and of the South End and Chinatown communities will help align this site's potential with its constraints.

While the plan's approximately 1.5-acre Parcel 18 park would better accommodate field sports facilities from a size point of view, the subsequent development process for this parcel will limit the size and configuration of open space here. The City, the MTA, and the surrounding community have worked on the development plans of a private developer for Parcels 16, 17, 18, and 19. Columbus Center, the subject mixed-use air rights development project, has been proposed to be built over approximately seven acres of the Massachusetts Turnpike. The project area consists of the four parcels, stretching from the corner of Columbus and Clarendon (across from Back Bay Station) to the small triangular parcel at the intersection of Arlington, Marginal, Herald and Tremont. If built as currently configured, Columbus Center will include approximately

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451 condominiums, a 160-key hotel, two larger parks on Parcels 17 and 19 and a smaller park on Parcel 18 (Cortes Street). The project also will include several new eating establishments, retail, a grocery store and day care center. These parks will be focused on passive recreation uses. The lack of space devoted to active recreation is a reflection of the combination of the high cost of developing over highway air rights and need to attract adequate revenue to meet those high costs in a project that straddles two neighborhoods, Back Bay/Beacon Hill and the South End, that already have higher land costs.

ADVANCING CONNECTIVITY: THE "GREEN HINGE"

Given the limited amount of available open space in the South End, one approach to addressing this need is to connect to open spaces outside the immediate neighborhood. The South End is already located at the northern end of a fully developed linear park system – the DCR's Southwest Corridor Park – that allows access to open spaces beyond its confines. It blends larger City-owned park facilities (Titus Sparrow and Carter) with a narrow corridor over or parallel to the Southwest Corridor rail lines. A pedestrian path and a bicycle path link these spaces and continue south toward Mission Hill and Jamaica Plain to eventually connect to the Arborway, the Arnold Arboretum, and Franklin Park at the southern end of the Emerald Necklace.

During the latter half of the 1990s, the Massachusetts Highway Department awarded the Parks Department a $1 million federal/state transportation enhancement grant for the Connecting the Corridors project. Combined with over $700,000 in City capital funding and strong support from Northeastern University, this project will convert old bridle paths in the Back Bay Fens into multi-purpose paved paths for use by both pedestrians and bicyclists and restore pedestrian paths in the Back Bay Fens. Most importantly for the South End, this project will create an enhanced link between the Fens and the Southwest Corridor Park in the vicinity of Ruggles Station via a redesigned Forsyth Street. The Parks Department is currently overseeing the design phase for this project.

As this connection to the Southwest Corridor is also quite near the western terminus of the Melnea Cass Boulevard bike and pedestrian paths, it will help provide access to the waterfront once the South Bay Harbor Trail is implemented. The Connecting the Corridors project will thus have multiple benefits for commuter and recreational users of these corridors.

In the emerging vision of connections for the South End, it could become a neighborhood flanked on all four sides by linear park features, such that it could become defined by these features, just as the parkways in West Roxbury have led to its "Parkway" nickname. With the Southwest Corridor Park on its western flank and the Melnea Cass Boulevard bike path on the southern flank, the South End has a strong base to build on this vision. The advocates of the South Bay Harbor Trail propose to link the Melnea Cass Boulevard bike path to the CA/T Project-generated Fort Point Channel open space system and the Harborwalk system in South Boston. This would be done via a path in the area between Albany Street and the I-93 entrance from Massachusetts Avenue and Melnea Cass Boulevard. The city has conducted preliminary planning for this proposal thanks to a grant from the ISTEA Enhancement Program.

With the South Bay Harbor Trail covering the eastern flank, the northern flank will be addressed via the Turnpike air rights development process. As mentioned above, in 2000 the BRA released A Civic Vision for Turnpike Air Rights in Boston. It calls for "a bicycle way that connects from the Southwest Corridor Park Bikeway to a Central Artery Bikeway/South Bay Harbor Trail." (Section IV, Implementation, page 81.) Along with an accompanying pedestrian circulation system of appropriately sized sidewalks, attractive street furniture, and pedestrian-oriented traffic signals, this Turnpike air rights bikeway system would help South End residents better connect to the Southwest Corridor Park, the Emerald Necklace (via Forsyth Street), Fort Point Channel, and Boston Harbor. With the Turnpike bikeway, the Southwest Corridor Park, Melnea Cass Boulevard bikeway, and the South Bay Harbor Trail surrounding the South End on all sides and providing access to regional open spaces throughout the city, this neighborhood could become known, despite its low open space ratio per person, as the "Green Hinge" of Boston.

With greenways and bikeways surrounding the South End, the advantage of the planned grid street system here is clear: it would provide quick access from the neighborhood's interior to these "edge" greenways. Massachusetts Avenue, Dartmouth Street, and Berkeley Street would appear to be the logical east-west connectors, while Washington Street, Albany Street, Shawmut Avenue, Tremont Street, and Columbus Avenue would appear to be the logical north-south connectors. Enhancing these connecting arterials with street tree plantings, pedestrian-friendly features, and bicycle accommodations, in accordance with the Streetscape Guidelines for Boston's Major Roads (BTD, 1999), will make these

existing and future "edge" greenways, as well as existing parklands, more accessible. The enhanced connectors will also strengthen the open space character of the neighborhood and provide a visual connection between these park systems.

Washington Street is first in that regard, as it has been comprehensively reconstructed as part of the MBTA Silver Line project. Enhanced sidewalks accompany the dedicated transit- and bicycle-preferred lane (busway) that occupies the Washington Street Corridor. Along with the existing Main Streets commercial revitalization program, Washington Street has become an attractive thoroughfare/boulevard enabling pedestrians and bicyclists to access the Melnea Cass Boulevard and Turnpike greenways as well as the open spaces in between – Ramsay, Blackstone, Franklin, Msgr. Reynolds, and Peters.

While these new edge greenways will add some acreage to the South End's total, their benefits would support the premise foreseen by the mid-1980s President's Commission on Americans Outdoors report, which is credited with sharply advancing the momentum in the current national movement for greenways. It was hoped that greenways would provide equal or greater recreational and open space benefits at considerably less cost in land acquisition than the model of the large acreage park located at a great distance from the population base of users. The suggested benefit/cost efficiency per acre may or may not occur in the Turnpike air rights case. However, despite its low open space per person ratio, the South End appears poised to take advantage of its central location near transportation corridors to have access to a number of linear recreation opportunities along its edges for walking, bicycling, running, and in-line skating, as well as associated passive recreation. Given the importance of such aerobic activities in a healthy lifestyle, the South End – with its edge greenways system – will have another reason to be seen as an attractive and desirable residential community.

THE NEXT FIVE YEARS

The South End's ethnic and social vitality is matched by a rich and diverse open space inventory. However, new opportunities need to be developed to adequately absorb the neighborhood's needs because of its low open space per person ratio. The potential of major arterial streets as open space connectors must be utilized. New housing developments must create additional open space facilities to accommodate the new residents. Existing partnerships must be strengthened where discrete constituencies are matched to the management of particular facilities. The creation of new linear open space systems at the neighborhood's edges must be realized.

Opportunities

SMALL AND BEAUTIFUL

- Coordinate with the BRA and other agencies during the development review process to ensure that new housing developments provide facilities like gardens, play lots, and courts to accommodate new residents.
- Reinforce the South End's rich heritage of malls and squares and its English residential garden character by further enhancing and restoring open spaces like Blackstone, Franklin, Worcester, and Rutland Squares and Braddock Park. Continue to support the relationships between the Parks Department and the friends groups such as the Blackstone/Franklin Square Association.
- Encourage partnerships between the Parks Department and institutions and firms for maintenance support of parks. Use as a model the example of Emerson College's capital support for field restoration at Rotch.
- Seek out a multitude of outside sources – friends groups, neighborhood and block associations, property owners, and the like – for supplemental support of the Department's street and park tree maintenance.
- Continue to fund capital rehabilitation of the South End's squares and other City park facilities as needed in the capital renewal cycle such as South End Library Park, Monsignor Reynolds Playground, Union Park, Union Park Street Playground, St. James Park, Hayes Park, and Carter Playground.
- Continue to focus on street tree care and plantings. Support the Growing Boston Greener program's emphasis on under-treed neighborhoods like the South End.

FUTURE OPEN SPACE ON THE TURNPIKE AIR RIGHTS

- Work with the BRA and MTA through the environmental review and disposition processes to implement open space on Parcel 18 and 21 as proposed by the Civic Vision plan. Perform an in-depth assessment and feasibility study to determine the best open space uses at these sites.

ADVANCING CONNECTIVITY: THE "GREEN HINGE"

- Urge the MHD to advance the Connecting the Corridors ISTEA project both by expediting review of project designs and by moving the project up on the Transportation Improvements Program (TIP) priority list to enable an earlier construction start.
- Follow up the preliminary planning and design for the South Bay Harbor Trail with funding for construction. Seek funding from sources such as the TEA-21 Enhancements Program.
- Use the Turnpike air rights disposition and environmental review process to implement the Civic Vision plan recommendation for a bicycle way that connects the Southwest Corridor Park Bikeway to a Central Artery Bikeway/ South Bay Harbor Trail. Seek connections to the Charles River Esplanade and the Melnea Cass Boulevard bike path per the Civic Vision plan recommendation.
- Take advantage of the South End's grid street system to develop east-west and north-south connectors – enhanced arterials with street tree plantings, pedestrian-friendly features, and bicycle accommodations, in accordance with the Streetscape Guidelines for Boston's Major Roads (BTD, 1999) – to provide access to the neighborhood's "edge" greenways. Investigate Massachusetts Avenue, Dartmouth Street, and Berkeley Street as possible east-west connectors. Investigate Albany Street, Shawmut Avenue, Tremont Street, and Columbus Avenue as possible north-south connectors.
- Support a coordinated effort by DCR and MBTA legal and real estate management staffs to transfer ownership of the Southwest Corridor Park lands from the MBTA to the DCR.

Community Priorities

SMALL AND BEAUTIFUL

- Evaluate all South End squares, including Blackstone and Franklin, for minor repair needs in close cooperation with the Blackstone/Franklin Square Association and other neighborhood groups.

- Provide for family-oriented events at parks in the South End. Continue ParkARTS and sports-oriented programming in the parks.
- Increase family-oriented programming at O'Day Playground in collaboration with Villa Victoria community groups.
- Pursue additional space or improved scheduling to accommodate the growing popularity of soccer in the South End.
- Provide for additional maintenance at heavily used facilities such as O'Day, Carter, and Titus Sparrow. Develop means to attract more users to larger regional facilities like Ramsay.
- Support the effort by the Friends of Ringgold Park to replant shrubs and install an irrigation system in the park. Work with the Friends as they pursue a fountain design process funded by the Browne Fund.
- Set aside community gardens where appropriate as part of planned developments in the South End.
- Work with the State Police and Boston Police to improve public safety along the Southwest Corridor Park and at Carter Playground.

ADVANCING CONNECTIVITY: THE "GREEN HINGE"

- Assist the DCR in the creation of mechanisms to ensure the management and maintenance of the Southwest Corridor Park during times of severe budget constraints.
- Incorporate a greenway into any Turnpike air rights development, in part to link the Southwest Corridor Park to the proposed Central Artery/Tunnel open space system.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.2.15 Community Open Space & Recreation
WEST ROXBURY

Section 7.2.15: Community Open Space & Recreation WEST ROXBURY

THE SETTING

History
Originally part of the town of Roxbury. West Roxbury broke off to form its own town government in 1851. In the same year rail service was extended to rural West Roxbury, allowing people to live in the new town but work in Boston. With the annexation to Boston in 1874, a second wave of housing construction began in the late 19th century. Yet its development has largely been of more recent times: over 3/4 of West Roxbury's current housing units were built after 1920.

The original West Roxbury village formed along Centre Street near Spring Street. The Roxbury Latin School, the oldest private school in America (1645), was built near the location of the old village and still operates there. A 19th century utopian experimental community that attracted many noted American intellectuals, Brook Farm was located in the western reaches of West Roxbury near Saw Mill Brook and the Charles River.

Demographics/Housing
West Roxbury has continued the trend of population loss begun during the seventies. Population decreased 5.2% from 31,333 in 1980 to 29,706 in 1990, and again decreased, but by only 3.5% to 28,663 from 1990 to 2000. The percentage of West Roxbury residents 65 years and older was 21%, a far higher proportion than the 10% figure for Boston. Families as a share of West Roxbury's population was higher than for Boston (78% versus 65%, respectively). This was further reflected in the percentage of youth 0-17 at 19%, almost the same percentage as for Boston (20%).

The median income of West Roxbury residents was higher than for all Boston residents: $53,607 versus $39,629, respectively. Only 6% of all residents were in poverty status, versus 20% for Boston as a whole. Unemployment was lower too: 3% versus 7% for Boston. Only 14% of West Roxbury households had no vehicles available to it, versus 35% for Boston households.

Demographic and Housing Profile

Population	
2000 Census	28,663
1990 Census	29,706
1980 Census	31,333
Population growth/decline, 1990 - 2000	-3.51%
Population growth/decline, 1980 - 1990	-5.19%

Age		
0 to 4	1,982	7%
5 to 9	1,550	5%
10 to 14	1,444	5%
15 to17	655	2%
18 to 24	1,533	5%
25 to 44	9,237	32%
45 to 64	6,444	22%
65 to 74	2,538	9%
75 to 84	2,211	8%
85 and over	1,069	4%

Race	% of Total Population
White alone	86%
Black or African American alone	6%
American Indian and Alaska Native alone	0%
Asian alone	3%
Native Hawaiian and Other Pacific Islander alone	0%
Some other race alone	2%
Two or more races	2%

Latino Status	% of Total Population
Not Hispanic or Latino	95%
Hispanic or Latino	5%

N.B.: "0%" means "less than 1%"

Demographic and Housing Profile

Households	
2000 Census	12,082
1990 Census	12,405
1980 Census	12,055
Household Growth/Decline, 1980-1990	2.90%
Household Growth/Decline, 1990-2000	-2.60%

Population by Household Type	% Persons
Family households	78%
Non-family households	20%
Group quarters	3%

Average Household Size	Persons per Household Type
All Households	2.31
Family Households	3.02
Nonfamily Households	1.19

Persons Per Household	Households	%
1-person households	3,944	33%
2-person households	3,875	32%
3-person households	1,966	16%
4-person households	1,420	12%
5-person households	623	5%
6-person households	206	2%
7-or more person households	48	0%

Demographic and Housing Profile

Population Density	Persons per Square Mile
1980 Census	5,728.2
1990 Census	5,430.7
2000 Census	5,240.0
Density Change 1980 to 1990	-297.5
Density Change 1990 to 2000	-190.7

Housing Tenure in Occupied Housing Units	% in Occupied Housing Units
Owner occupied	64%
Renter occupied	36%

Total Occupied & Vacant Housing Units in Structure	
Single units	55%
Double units	19%
3-9 units	9%
10-19 units	5%
20-49 units	5%
50 or more units	5%
All other	1%
Single/Multiple Unit Ratio	1.28

Household by Number of Vehicles Available	
No vehicles	14%
1 vehicle	43%
2 vehicles	36%
3 or more vehicles	7%

Median Household Income
$53,607

Civilian Unemployment Rate	Poverty Rate
3.0%	6.4%

While West Roxbury remains predominantly white (97% in 1980, 94% in 1990, and 86% in 2000), there has been a trend in the 1990s toward racial/ethnic diversification. The black population rose from 2% in 1990 to 6% in 2000; the Hispanic population rose from 2% in 1990 to 5% in 2000; and the Asian/Pacific Islander population rose from 2% in 1990 to 3% in 2000. Self-identified multi-racial persons accounted for 2% of West Roxbury's 2000 population.

Sixty-four percent (64%) of the West Roxbury occupied housing stock was owner-occupied. Fifty-five percent (55%) of year-round units are single-family, whereas multi-family structures with 3 or more units constitute 25% of the occupied housing stock.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment
West Roxbury has a total of 645 acres of protected open space, and a total of 1,185 acres of total open space, both protected and unprotected. With a 2000 population of 28,663, West Roxbury has 22.50 acres of protected open space per thousand persons, more than the citywide ratio of 7.47 acres per thousand persons. However, as in East Boston, much of these protected acres are in relatively undeveloped holdings at the perimeter of the neighborhood far from the denser population centers.

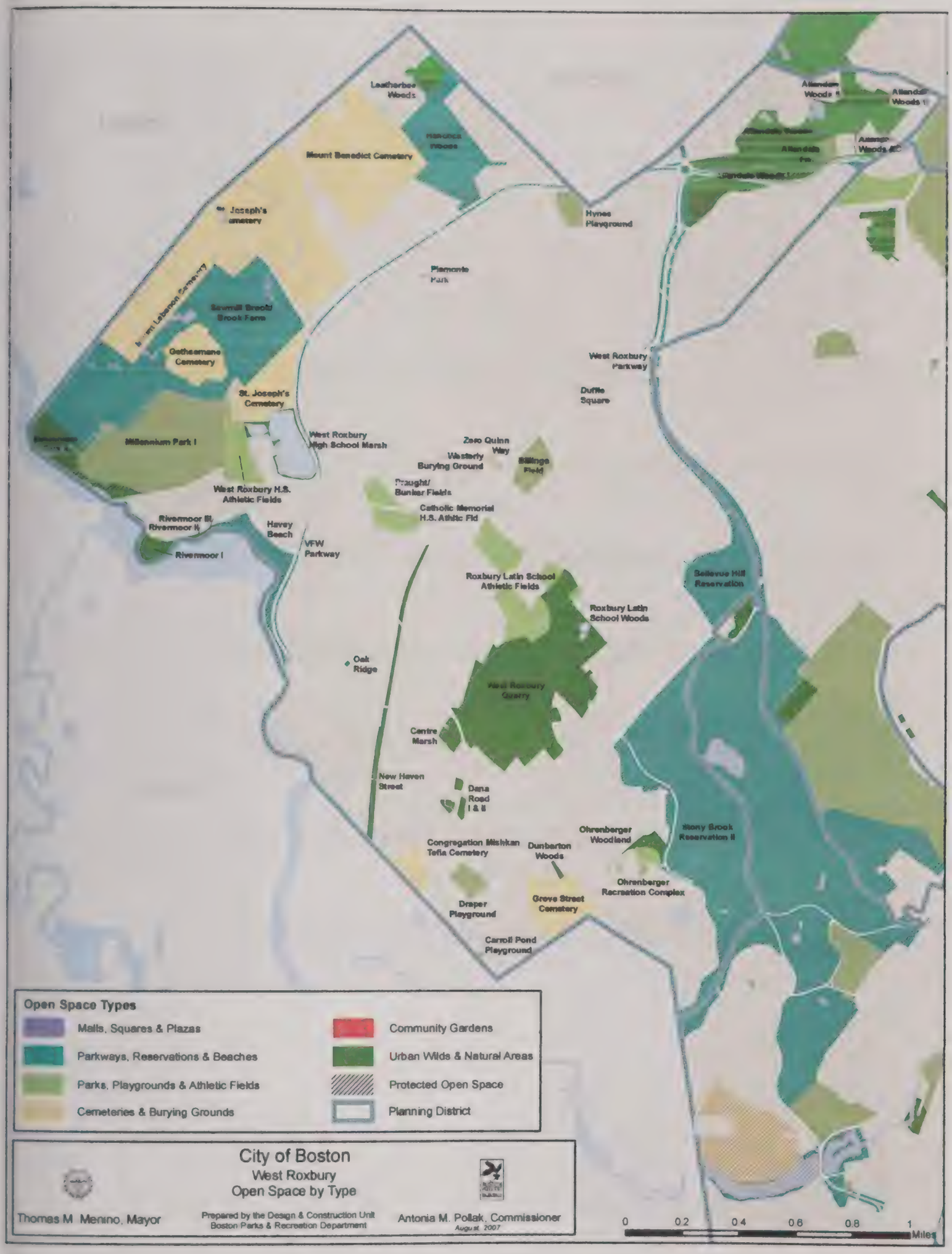
In the 2001 to 2006 period, the City of Boston has invested $0.74 million in improving Billings Field, the most centrally located of West Roxbury's four major recreational parks.

West Roxbury Capital Projects 2001-2006	
Billings Field	$744,040

Not too long ago, the City made an even more significant investment in West Roxbury's newest and largest City-owned park, the 105-acre Millennium Park. This $14 million investment has capped this former city landfill site, thereby reducing pollution to the Charles River. Its re-use as a park has made it the biggest "recycling project" in the state. The City completed the landfill closure and park construction in November 2000. The park portion of the project cost $3.5 million, partly paid for by a state Strategic Urban Recreation Facilities (SURF) grant.

Assessment
West Roxbury is the most suburban of Boston's neighborhoods. Density decreases here, with an abundance of single-family homes and backyards.

The neighborhood itself is largely defined by the open spaces surrounding it. To the east are the DCR's Stony Brook Reservation, Bellevue Hill, and West Roxbury Parkway. To the west are Millennium Park, a municipally owned urban wild at the West Roxbury High School/Community Center, the DCR's Veterans of Foreign Wars (VFW) Parkway, Brook Farm, Havey Beach, and large private cemeteries. To the south are two more cemeteries and the Roxbury Latin School and West Roxbury Quarry urban wilds. To the north is the Allandale Woods urban wild.


Leatherbee Woods
Mount Benedict Cemetery
Hancock House
St. Joseph's Cemetery
Hynes Playground
Piemonte Park
Sawmill Brook/ Brook Farm
Gethsemane Cemetery
West Roxbury Parkway
Dudley Square
St. Joseph's Cemetery
Millennium Park I
West Roxbury High School Marsh
Zero Quinn Way
Westerly Burying Ground
Billings Field
Draught/ Bunker Fields
West Roxbury H.S. Athletic Fields
Catholic Memorial H.S. Athlic Fld
Rivermoor III
Rivermoor II
Rivermoor I
Havey Beach
VFW Parkway
Roxbury Latin School Athletic Fields
Roxbury Latin School Woods
Bellevue Hill Reservation
Oak Ridge
West Roxbury Quarry
Centre Marsh
New Haven Street
Dana Road I & II
Ohrenberger Woodland
Stony Brook Reservation II
Congregation Mishkan Tefila Cemetery
Dunbarton Woods
Ohrenberger Recreation Complex
Draper Playground
Grove Street Cemetery
Carroll Pond Playground
Open Space Types
Malls, Squares & Plazas
Parkways, Reservations & Beaches
Parks, Playgrounds & Athletic Fields
Cemeteries & Burying Grounds
Community Gardens
Urban Wilds & Natural Areas
Protected Open Space
Planning District
City of Boston
West Roxbury
Open Space by Type
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
August 2007
0
0.2
0.4
0.6
0.8
1
Miles

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Allandale Field																												
Allandale Woods I																							X					Wooded Tract, Brook, Wetlands
Allandale Woods II																							X					Wooded Tract
Allandale Woods III																							X					Wooded Tract, Ponds, Wetlands
Allandale Woods ROW																						X						
Bellevue Hill Reservation																			1			X						
Billings Field	1	1	1						1	2		3			1		1											
Carroll Pond Playground																												Wooded Tract
Catholic Memorial H.S. Athltc Fld	1								1			2																Track
Centre Marsh																												
Congregation Mishkan Tefia Cemetery																												
Dana Road I																												Wooded Tract
Dana Road II																												Wooded Tract
Draper Playground		1	1						1	1							1											Indoor Pool
Duffie Square																								X				
Dunbarton Woods																												Wooded Tract
Dunbarton Woods																												Wooded Tract
Gethsemane Cemetery																												
Grove Street Cemetery																												
Hancock Woods																						X					1	Wooded Tract, Meadow
Hancock Woods																												
Havey Beach																						X					1	
Hynes Playground			1		2					2							1		1									
Leatherbee Woods																												
Millennium Park I									3								1		2		X	X		X			4	Performance Space, Wetlands, Brook
Millennium Park II																							X					Canoe Launch, Wooded Tract, Wetlands, Brook
Mount Benedict Cemetery																												
Mount Lebanon Cemetery																												
New Haven Street																												Wooded Tract, Wetland, Abandoned RR Corridor
Oak Ridge																												
Ohrenberger Recreation Complex	1				1																							
Ohrenberger Woodland																												Wooded Tract
Piemonte Park																								X				
Praught/Bunker Fields	1		2																									
Rivermoor I																												Wooded Tract, Wetlands
Rivermoor II																												Wooded Tract, Wetlands
Rivermoor III																												Wooded Tract, Wetlands
Roxbury Latin School																												Wooded Tract, Wetlands, Ponds
Roxbury Latin School Athletic Field	3								4			10																
Sawmill Brook/Brook Farm																						X					1	Wooded Tract, Wetlands, Historic Site
St John Chrysostom Tract																												Wooded Tract
St. Joseph's Cemetery																												

Site Name	Baseball Diamond	Softball Diamond	Little League Diamond	Football	Soccer	Cricket Field	Rugby	Lacrosse	Multi-Use Athletic Field	Basketball Court	Basketball Half Court	Tennis Court	Street Hockey Court	Volleyball	Handball	Horseshoes	Children's Playlot	Waterspray Feature	Passive Area	Community Garden	Artwork/Monument	Path	Nature Trail	Landscaped Area	Fountain	Concession(s)	Parking Area	Other Features/Facilities
Stony Brook Reservation II																						X					1	Wooded Tract, Wetlands
VFW Parkway																						X		X				
West Roxbury H.S. Athletic Fields	1	1							2		2	3															2	Track
West Roxbury High School Marsh																												Wetlands
West Roxbury Parkway																						X		X				
West Roxbury Quarry																												Wooded Tract, Wetlands
Westerly Burying Ground																												
Zero Quinn Way																												

"A Park with a View"

Now completed, Millennium Park has made a significant addition to the West Roxbury open space system. It has 21 acres of playing fields that feature a variety of activities including soccer, football, and lacrosse. The addition of this acreage at Millennium Park has doubled the amount of parkland devoted to playing fields in West Roxbury. Youth leagues are actively using these fields. This large new park also includes a nature study area, a play lot for children, a handicapped-accessible canoe launch on the Charles River, and a 360°-scenic overlook. At times quite windy, it is a favorite for flyers of kites.

An issue that has been addressed is improving pedestrian and bicycle access to this new park, as it is located at the western edge of the neighborhood, and separated from the residential areas by the major thoroughfare of VFW Parkway. This parkway has attractively landscaped sidewalks for use by walkers, runners, in-line skaters, and bicyclists to approach the park. However, the sidewalks themselves were often significantly deteriorated with unsafe surface conditions that were in need of repair or replacement. In recent years, the DCR rehabilitated many of the sidewalks, and others have been restored by the MWRA through its sewer project in this area.

Beyond Playing Fields

There are other assets for active field sports that are not considered protected open space yet help function to meet the neighborhood's needs. The Parkway Little League holds title to Praught Field, which contains two diamonds that supplement ball fields at Draper and Billings. Some high school students from West Roxbury who attend West Roxbury High School, Catholic Memorial High School, or Roxbury Latin School use the fields associated with these campuses in West Roxbury. Non-high school student use is also made of the West Roxbury High School fields.

With Millennium Park doubling the playing field acreage in West Roxbury, there is less pressure to address this need in the open space continuum. Instead, the issue for West Roxbury is now not so much overall open space (22.50 acres of protected open space per thousand population, a very substantial open space to population ratio), but the distribution, quality, protection of, and access to, what open space exists.

Children's play lots exist at Beethoven, Billings, Draper, and Hynes. The play lot at Millennium Park adds a fifth play lot under Parks Department jurisdiction. The Ohrenberger School, thanks to the

Schoolyard Initiative, has a children's play lot that is available to the public during non-school hours.

However, this is a type of facility where because of young children's limited mobility, distance is a strong factor in terms of need: the typical primary service radius for play lots is a quarter-mile, while a typical secondary service radius is a half-mile. There are large swaths of West Roxbury that are not within the primary or secondary service areas of the five existing play lots. It will essentially remain so with the addition of the Millennium Park play lot, as it is over a half-mile from West Roxbury's residential areas. However, the high percentage of households with vehicles available (86%) helps to mitigate this problem to a certain degree.

In the past a need has been expressed by the West Roxbury Neighborhood Council for more play lots, but there are three factors to consider: most West Roxbury homes have yard space usable for children's play; there are very limited vacant lands available, if any, that are suitable for the type of construction needed for play lot development; and there is considerable competition for such lands by residential and commercial development. With an active real estate market and increasing population growth in the city, such competition is fierce, driving up prices and reducing opportunities for acquisition.

Still, though obstacles exist, a thorough review of available opportunities is needed, with some large land holdings possibly offering a chance to better distribute play lots throughout West Roxbury. The VA Hospital, MBTA holdings, and some DCR holdings may offer possibilities. An option that appears more feasible is play lot development through the Schoolyard Initiative at the Lyndon Pilot School.

Townscape/Scenic Enhancements

The residential areas of West Roxbury are, for the most part, much admired for their attractively landscaped features. West Roxbury Parkway and VFW Parkway, both DCR facilities, provide exemplary thoroughfares that scenically enhance the overall neighborhood landscape character.

Washington Street should be targeted for improved landscape treatments that also will enhance the neighborhood's image and recreational value. Some efforts have already taken place through the Parks Department's horticulture unit and its office of public/private partnerships, such as median planting beds.

Access to Nature

West Roxbury has considerable resources available for walking/hiking, nature appreciation activities, and scenic enhancement. Substantial acreage is in a natural state: 680.05 protected and unprotected acres in West Roxbury. (Included in this acreage is the 8.9 acres of the Millennium Park riverside natural area, formerly the Municipal Shoreline urban wild, and the approximately 60 acres of the Millennium Park Meadow natural area along the slopes of this park.) Most of this acreage is protected. The largest unprotected parcels are the Roxbury Latin School natural area and the West Roxbury Quarry. Both have some acreage under the jurisdiction of the Wetlands Protection Act. The Conservation Protection subdistrict in the West Roxbury zoning code further protects certain natural resources within them should development be proposed.

The major issues for natural area planning and management are the quality of and the access to existing areas in West Roxbury. Quality issues include litter and illegal dumping, control of invasive species and erosion, and native habitat restoration. Access issues include a near total lack of internal access (e.g., trails) within some sites, poor signage and markings, and a need to develop trail maps and brochures. The improvement of quality and access is contingent upon the documentation of existing resources and the identification of environmentally sensitive areas. This would enable the Department to more effectively restore native habitats and plan for ecologically sound access.

The Need for Connectivity

An access-related planning concept that will be explored in the future is enhancement of system connectivity. With West Roxbury's rich inventory of natural spaces, it seems a given that they should be connected into a system that would increase the utility of these seemingly isolated areas.

One foundation on which to build this system connectivity is the long-envisioned proposal of the Charles-to-Charles Corridor. This 1975 proposal calls for the linkage of the existing Emerald Necklace corridor to natural open spaces in southern Brookline and continuing through to those in West Roxbury and Newton. With the opening of Millennium Park, this western terminus of the Charles-to-Charles Corridor should stimulate further efforts toward planning and implementation.

Another opportunity to explore is the abandoned railroad right-of-way between Spring Street and the Boston/Dedham line that includes the New Haven Street urban wild. This potential rail trail/linear park can help improve access from the Grove Street/Spring Valley sub-neighborhood to Millennium Park. It may also support a children's play lot to better serve the surrounding area, which is currently outside any play lot's secondary service area.

Unfortunately, in response to pressure from some abutters, the MBTA has completed sale of some segments of this corridor that now limit its continuity. While open space uses on the remaining portions are being sought by some in the community, the loss of continuity will limit the potential types of open space uses to be developed.

Ultimately, a neighborhood-centered trail system that links the major thoroughfares and residential areas to the multitude of natural areas in West Roxbury would enhance the serene, leafy character of this community, and encourage walking, running, and bicycling, aerobic activities that help reduce obesity and mortality rates. Such a system in West Roxbury would advance the concept of such trails in each neighborhood that the BRA's draft Boston 400 citywide comprehensive plan envisions.

THE NEXT FIVE YEARS

West Roxbury enjoys many natural areas and such scenic DCR facilities as Veterans of Foreign Wars Parkway, West Roxbury Parkway, and Brook Farm. Improving access to urban wilds and the Charles River shorefront and greening up major city thoroughfares are two important targets for planning. Millennium Park adds substantial space and a diversity of activities to the mix of existing open space, while improving access to nature and the Charles River. Improving access to Millennium Park and other open spaces in this neighborhood will connect the built core of West Roxbury to the more open edges of the neighborhood.

Opportunities

CAPITAL RENEWAL

- Continue the rehabilitation of capital facilities such as the playing field at Hynes.

GREENWAYS, TRAILS, AND TOWNSCAPE/SCENIC ENHANCEMENTS

- Green-up and make bicycle-friendly such major thoroughfares as Washington Street, Centre Street, and Spring Street.
- Work with Brookline on the planning and implementation of the Charles-to-Charles Corridor plan.
- Investigate the potential for recreational use of the remaining portions of the abandoned railroad right-of-way (former Dedham Secondary Branch) in the southern part of West Roxbury.
- Explore the feasibility of a neighborhood trail system linking recreational and natural spaces in West Roxbury.
- Develop a natural resource inventory to support the development of an ecologically sound trail system at Allandale Woods, the city's largest urban wild.

ACCESS TO NATURE

- Work with the Appalachian Mountain Club, Massachusetts Audubon Society, Boston Conservation Commission, and Boston Natural Areas Network to protect and make more accessible the urban wilds and natural areas in this neighborhood. Make efforts to create, improve, and restore trails (e.g., the boardwalks at Leatherbee Woods), to develop trail maps and brochures, and provide more programming (such as guided walks). Support the Browne Fund project to create an interpretive nature trail at

Millennium Park. Develop a natural resource inventory for Allandale Woods urban wild to support future native habitat restoration projects and ecologically sound trail improvements.

- Prepare a West Roxbury component to the citywide urban wilds/natural areas master plan.
- Increase formalized waterfront access at such protected sites as Havey Beach (DCR) and link them to Millennium Park. Support the DCR's effort to extend the Charles River Reservation along the Charles shoreline in the West Roxbury/Dedham area.
- Work with BTD and DCR to improve safety for pedestrians using and crossing VFW Parkway to access Millennium Park.
- Support the efforts of the DCR at Brook Farm as this site was noteworthy for this neighborhood's early history, and as a landmark in the nation's cultural history. Maintain a connection between this site and Millennium Park.
- Work with youth groups and neighborhood associations on natural area clean-ups and other natural area restoration projects.
- Explore, as with Forest Hills Cemetery, the use for passive recreation of the private cemeteries northwest of the VFW Parkway, such as for Ranger tours and brochure-guided bicycle tours.

Community Priorities

ACCESS TO NATURE

- Work with the DCR to improve the treatment of the Rivermoor urban wild along its Charles River Park Road edge so as to improve pedestrian access to Millennium Park.

GREENWAYS, TRAILS, & TOWNSCAPE/SCENIC ENHANCEMENTS

- Work with the community and the DCR on the clean-up, repair, and marking of Stony Brook bicycle paths and the Turtle Pond fishing piers.

Recreational Needs

- Support BPS parents' efforts to develop a play lot at the Lyndon Pilot School.
- Determine if vacant or underutilized lands are available for the development of children's play lots. Investigate land at the VA Hospital or the MBTA ROW for this purpose.
- Investigate the feasibility of future parkland in the Grove Street area, especially at the natural areas owned by the West Roxbury Quarry and Roxbury Latin School. Work with the community, the BCC, and the BRA on developing a long-range plan for the future use of the West Roxbury Quarry.
- Add more benches to Hynes Playground.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.3.1 Open Space Systems Management
CEMETERIES

Section 7.3.1:
Open Space Systems Management
CEMETERIES

OVERVIEW

Boston's historic cemeteries are important examples of the city's early landscape, linking contemporary Boston with a rich historical and developmental legacy. The city's 16 historic burying grounds and three larger garden-style cemeteries date between 1630 and 1892 and are located in 13 Boston neighborhoods. The burying grounds house a rich collection of historic artifacts that tell many stories about Boston's cultural heritage. Gravestones, tomb markers, and monuments honor the many founding members of the community including Revolutionary heroes and men and women of national and international fame. The city's collection of grave markers embodies the distinguished art of many local stone carvers. These stones afford a rare glimpse into Puritan life in the heart of a modern city, where little else remains in context. Collectively they reflect evolving views of life and death. Since their landscapes remain relatively unchanged, they also act as important open spaces in local neighborhoods, often in areas that are densely built with no other available open space.

Boston's burying grounds are important historical sites for a national constituency of academics, descendents, and tourists who visit Boston. Four burying grounds – Granary, King's Chapel, Copp's Hill and Central – are located along Boston's Freedom Trail and thus attract tens of thousands of visitors annually. Ten historic burying grounds are listed on the National Register of Historic Places; two sites, Central and Walter Street, are National Historic Landmarks. Central is a designated Boston Landmark, as is Dorchester North; the Granary lies within the Beacon Hill Architectural District; the South End Burying Ground is located within the South End Landmark District; and the Eliot (Eustis Street) Burying Ground lies within the Eustis Street Architectural Conservation District.

Analysis of Needs

Historic Burying Grounds Initiative
The Historic Burying Grounds Initiative (HBGI) is an effort of the Boston Parks and Recreation Department to restore the city's historic cemeteries. Combining public and private funding, community support, advocacy, and public education, the Initiative is the largest cemetery restoration program undertaken by a municipality in the United States.

The Initiative grew out of an awareness voiced in the mid-1970s by several local preservation agencies that the effects of age, environment, and deferred maintenance posed an imminent threat of loss to the city's historic burying grounds and thus to the heritage of Boston, New England, and the nation. Acknowledging the historical and artistic importance of these sites in the city's landscape, the Parks Department, the Boston Landmarks Commission, and the Bostonian Society began a collaborative effort to inventory over 15,000 markers and assemble a master plan addressing structural, landscape, and masonry conservation measures in the historic cemeteries. The original HBGI master plan, completed in 1985, guided capital improvements, private fundraising, and partnerships up until the creation of a new historic burying grounds master plan in 1998 by Walker-Kluesing Design Group. During the first period activities primarily focused on protection, stabilization, preservation, and restoration of historic artifacts, tomb structures, and retaining walls. These efforts have prevented significant deterioration of these valuable resources and reduced risk to visitors. The Initiative invested approximately $3,636,000 in improvements before the establishment of the new master plan, which updates and expands on the initial plan, concentrating on what goals have been achieved, what objectives remain to be accomplished, and new directions that HBGI should pursue. Nearly $1.5 million in restoration and repair projects have been completed since the beginning of 2002.

Analysis of Needs

Active Cemeteries Revitalization

The City of Boston, through the Parks Department, operates three public cemeteries (Mount Hope in Mattapan, Fairview in Hyde Park, and Evergreen in Brighton) for Boston residents, particularly those individuals who cannot afford a more expensive, private cemetery. The Cemetery Division makes approximately 1,000 burials each year. In 1989 the Department faced a critical point at which only 200 new burial sites were available, enough to accommodate burials to June, 1990. At the same time, burials for veterans were also at a minimum. In 1990, an ordinance was passed allowing the Department to increase fees by 5% annually over a ten-year period (1991-2001). During this time, in part due to the fee increase, the Cemetery Division began to implement a three-phase expansion plan at Fairview Cemetery. The Cemetery Division is currently implementing Phase II of the expansion plan and installing 1,000 double crypt vaults. At the present rate of use, this will accommodate burials for the next five years. Additionally, veteran burials at Mount Hope Cemetery will also continue for the next five years. A second proposal increasing fees 5% annually over a ten-year period was introduced and passed by the Boston City Council in the fall of 2001. Fees for burials continue to remain lower than all private and public cemeteries in the area.

The 1989 report *Boston Parks and Recreation Department, Cemetery Division, Evaluation and Recommendations*, prepared by Landscape Design Associates, has served as a guide for the rehabilitation of the three active cemeteries: Mount Hope, Fairview, and Evergreen. Since 1989, the Cemetery Division has made a concerted effort to carry out improvements to the active cemeteries. These improvements include construction of a maintenance facility at Mount Hope, rehabilitation to the administration building at Fairview Cemetery (1998), and restoration of memorials (ongoing). In July 1999, a preservation master plan for the historic sections of Boston's active cemeteries, by Walker-Kluesing Design Group replaced the 1989 plan as a guide for future improvements.

Cemeteries & Burying Grounds by Ownership
Department of Parks & Recreation
Private
Other Open Space
City of Boston
Cemeteries and Burying Grounds
August, 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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2
3
Miles

Analysis of Needs

THE NEXT FIVE YEARS

General Recommendations

The master plans for both the City's historic and active cemeteries guide the implementation of restoration and rehabilitation projects. The master plan for the historic cemeteries also offers a methodology for historic grave marker conservation that continues to orient the philosophy of the Historic Burying Grounds Initiative's preservation projects. The primary focus of the previous master plan was on protecting, stabilizing, preserving, and restoring the gravestones, tombs, and physical structures. The new master plan continues these efforts but also devotes more resources toward making improvements for visitors. The plans, however, may be modified or expanded over time in order to reflect improved methods of conducting preservation of historic cemetery landscapes and grave markers.

There is also a new emphasis on updating existing knowledge about the sites and their features. Initial survey work in the 1980s enabled HBGI to complete the essential step of cataloguing in a detailed manner the resources that it manages. However conditions change and some of the initial body of data was incomplete.

Consistent funding and grant awards have allowed us to embark upon a growing number of grave marker conservation projects. Conservation of slate grave markers has been attempted for decades, but many previous methods have proved to be unsatisfactory in terms of duration, protection of grave markers and aesthetics. New materials and techniques have given us hope of conserving these stones at a high level but we are unsure about which techniques are the most successful. Gathering and analyzing information about conservation techniques in a new database will give us added insight and knowledge to go forward successfully in our conservation program.

While the historic and active cemeteries have their individual needs suited to particular issues and elements of their landscapes, the following categories of recommendations should guide those issues shared commonly by all 19 sites:

Analysis of Needs

- Target improvements designed to encourage visitation. This should include landscape issues related to lawns and plantings, path systems, site amenities, fences and gates, lighting, and an informational and interpretive sign system.
- Improve known information about historic burying grounds and cemeteries by improving existing maps and updating 1980s historic burying grounds surveys. Possible projects include updating stone conditions and taking new photos.
- Improve conservation knowledge by analyzing success of previous methods and seeking to develop new techniques.
- Continue to implement recommendations for rehabilitation and conservation projects as recommended in the historic and active cemetery plans. These efforts should focus primarily on structural elements, gravestones, and tombs.
- Using the model of signs recently installed, create signs in other burying grounds, where appropriate.
- Nurture and accentuate landscape features, where appropriate, to provide a more comprehensive experience for public appreciation beyond the gravestones. Improve tree maintenance.
- Continue to seek private funding to complement City capital funding. Explore establishment of endowment or other creative ways to guarantee resources for conservation, repair, and development.
- Continue to facilitate use of sites for educational programs and spread public awareness. Encourage use of historic and active cemeteries as educational resources for schools, for Boston Park Ranger interpretive efforts, and for the Freedom Trail, and other tourism efforts.
- Implement an historic preservation plan for the three active cemeteries, including marker inventories and landscape restoration plans.
- Implement planting plans for active cemeteries, particularly for new burial areas and expansion areas.
- Accommodate City policy to provide burial space for Boston residents by seeking land within Boston to provide for long-term availability of burial space.

SITE-SPECIFIC DESCRIPTIONS AND RECOMMENDATIONS

Bennington Street Cemetery, East Boston, 1838
The three-acre Bennington Street Cemetery was laid out five years after Noddle's Island became East Boston. Originally overlooking Boston Harbor, the cemetery now faces Logan Airport and provides an open space in an area dominated by airport and highway traffic. Nineteenth-century markers record the names of East Boston's early residents, including many Eastern European immigrants.

Major repair work was completed at the end of 2002 on the front gate and fence, including repairing brick piers and the concrete capstone, resetting and repairing the front gate and fence pickets, and repainting the fence. The Department reset and did minor restoration work on approximately 280 grave markers in 2004.

RECOMMENDATIONS

- Make priority structural repairs to the above-ground tomb structures.
- Restore landscape features such as the pathway system, lawn, the pruning and fertilizing of existing trees, and the addition of new trees.
- Continue the relationship with the Friends of Bennington Street Cemetery to support educational and fund-raising efforts.

Bunker Hill Cemetery, Charlestown, 1807
Located on Bunker Hill Street, Charlestown's second cemetery is a reflection of Charlestown's rapid growth during the early 19th century Irish immigration. The property lies on the site crossed by British fortifications in the Battle of Bunker Hill. Unlike the Phipps Street Burying Ground that lies on the outskirts of the Charlestown neighborhood, Bunker Hill is more centrally located and therefore enjoys greater neighborhood support.

The following projects have been completed at Bunker Hill: repairs and painting of front gate and fence in 2004, replacing missing sections of chain-link fence along the sides of the site in 2004, removal of remnants of asphalt path with loaming and seeding in 2005, conservation of seven slate headstones in 2005, conservation of several marble obelisks, and resetting of 25 grave markers in 2005 and 2006.

Analysis of Needs

RECOMMENDATIONS

- Improve site map.
- Address landscape issues to make the site more visitor-friendly. Remove overgrown vegetative growth, and add shrubs and seasonal plants to support the recommended Victorian-period image.
- Repoint stone wall at base of fence.
- Work with the Charlestown Preservation Society, the Charlestown Historical Society, and the Charlestown Neighborhood Council to support educational programs and advocacy for fundraising and capital improvements.

Central Burying Ground, Boston Common, 1756
Located on Boylston Street between Tremont and Charles Streets, Central Burying Ground was established in Boston to alleviate overcrowding in the three older burying grounds. It contains the graves of British common soldiers who died during the Revolution, foreigners who died while in Boston, Roman Catholics, Freemasons, American patriots from the battle of Bunker Hill and the Boston Tea Party, painter Gilbert Stuart, and composer William Billings. The large freestanding tomb structure, "The Dell," along the west edge of the burying ground, houses the remains of 200 graves disturbed by street construction.

The perimeter fence was repaired and repainted in 2004.

Recommendations

- Reset gravestones that are leaning significantly and those that are lying flat on the ground. Repair and clean tabletop tombs.
- Improve site map.
- Repoint masonry perimeter walls.
- Install interpretive signs like those in other Freedom Trail sites.
- Renovate lawn areas by filling in depressions and eliminating bare spots. Fill and restore eroded area at main pedestrian entrance and by mound tombs.

Copp's Hill Burying Ground, North End, 1659
One of seven 17th century historic burying grounds in Boston, Copp's Hill was a stronghold from which the British shelled Charlestown in 1775. Interred here are Cotton Mather, minister and theologian; Edmund Hart, builder of Old Ironsides; and more than 1,000 African-Americans who constituted the 18th century

New Guinea community. One of the few green spaces in the densely built North End, the two-acre burying ground complements Copp's Hill Terrace next door. Together they offer stunning views over Boston Harbor to Charlestown.

In 2004, new interpretive signs were installed with funding from the Browne Fund. These signs have served as a model for signs in other burying grounds. The retaining wall between the uppers and lower section was rebuilt in 2005-6. The tomb plaques along this wall were restored in 2005.

RECOMMENDATIONS

- Repair Charter Street fence.
- Continue preservation efforts of gravestones, repair broken stones, and reset tilted headstones. Seal loose tomb tablets.
- Provide further necessary repairs to brick walkways, as required due to settlement and frost heaving.
- Continue to work with the Friends of Copp's Hill Burying Ground and the Copp's Hill Association to support advocacy for the burying ground and for educational programs, and to raise funds for project implementation.

Dorchester North Burying Ground, Upham's Corner, 1633
Located at the corner of Columbia Road and Stoughton Streets, the eight-acre Dorchester North Burying Ground was the Town of Dorchester's only cemetery for two centuries. Generations of prominent Dorchester families are represented as well as William Stoughton, Chief Justice during the Salem Witch Trials of 1692; Richard Mather, minister and progenitor of the Mather family; and John Foster, Boston's first printer. Dorchester North contains early slate gravestones of particular artistic merit, including the 17th century John Foster stone, currently exhibited at the Museum of Fine Arts. Nineteenth century maple and oak trees planted by local horticulturist Samuel Downer remain, but large Elm trees have succumbed to Dutch Elm Disease over the past three decades.

The Wood mausoleum was restored in 2003 with a grant from the Massachusetts Historical Commission. A large gravestone conservation and resetting project was also completed in 2003-2004, using a grant from the Massachusetts Historical Commission and the Department of Conservation and Recreation.

Analysis of Needs

RECOMMENDATIONS

- Continue grave marker conservation.
- Repair two piers and gatepost at the Stoughton Street perimeter wall.
- Take steps to restore the landscape to the Victorian-period style. This should include building a new perimeter path system with selected crossing paths. Renovate lawn areas. Prune and fertilize trees. Add shrubs and seasonal plants that support the Victorian image and can be easily maintained. Restore the former Victorian-period walkway signs.
- Work with the Dorchester Historical Society's Cemetery Committee, the Friends of Dorchester Cemeteries, and abutting neighborhood and business associations to encourage neighborhood involvement and advocacy, special projects, fundraising, and development of education programs.

Dorchester South Cemetery, Lower Mills, 1814
Opened in 1814 to alleviate overcrowding in the Dorchester North Burying Ground, Dorchester South became a noteworthy early example of the garden cemetery movement that began in 1831 with Mount Auburn Cemetery in Cambridge. Samuel Downer, a prominent businessman and horticulturist, designed the landscape as a botanical park with ornamental trees and shrubbery.

In 2003 the back gate was renovated, including rebuilding of the brick piers and repairing and painting the gate.

RECOMMENDATIONS

- Address structural problems of the perimeter walls. Repair 25 brick piers along the perimeter walls. Provide drip edges in all pier caps. Clean efflorescence from all piers. Remove soil build-up from the caps. Repair and paint south and west perimeter fence.
- Reset gravestones that are leaning significantly and those that are lying flat on the ground. Reset fallen obelisks. Provide fill at the bases of monuments where foundations are exposed. Repair mound tombs at the interior driveway and at the north edge.
- Work with the Boston Park Rangers, community groups such as the Dorchester Historical Society, and local schools to encourage programmed use of Dorchester South.

Eliot (Eustis Street) Burying Ground, Roxbury, 1630
Eliot Burying Ground was the Town of Roxbury's first graveyard, named after John Eliot, preacher to 17th century Native Americans. Also interred here are generations of local Roxbury families such as Seaver, Ruggles, Williams, Gridley, and Dudley. Today, the burying ground lies within the Eustis Street Architectural Conservation District.

A small grave marker resetting project was completed in 2003 with funding from the Department of Conservation and Recreation. Many repairs and improvement took place in 2005: the broken chain-link fence in the rear of the site was removed and replaced with an ornamental steel fence; the unwanted plant growth along the fence line was also removed; a collapsed tomb was filled in; minor masonry repairs along the rear perimeter masonry foundation were completed; and structural tree pruning was completed. In 2006 a larger grave marker conservation project was finished.

RECOMMENDATIONS

- Repair table tombs to make them weather tight.
- Renovate lawn areas by eliminating crabgrass, weeds, and moss. Fill in depressions. Reconstruct the path system in the current location and width.

Evergreen Cemetery, Brighton, 1848
The Town of Brighton purchased land from the Aspinwall family in order to create a second town cemetery in the newly emerging "garden style." Since parks were not yet part of the public realm at the time, residents used Evergreen's 13.88 acres for passive recreation. Today, it is one of three active City-owned cemeteries in Boston. A monument to Brighton's Civil War soldiers designed by George Meacham, architect of Boston's Public Garden, is found there.

Recent rehabilitation efforts have repaired the masonry entrance wall and iron fencing. In 2005 the administration building was painted and had minor carpentry repairs.

RECOMMENDATIONS

- Renovate and repair the administration building.
- Rehabilitate the Civil War Monument and its immediate landscape, correcting erosion problems.
- Repair the roadways.

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Fairview Cemetery, Hyde Park, 1892
Fairview reflects the development of the Hyde Park neighborhood. It is the final resting place for James Monroe Trotter, the U.S. Army's first black commissioned officer; Hippolitus Fiske and Charles Jenny, founders of Hyde Park; and John Joseph Enneking, an important member of American painting's turn-of-the-century Boston School. The hilly contours of Fairview cemetery lend it an attractive natural quality, and magnificent views of the Blue Hills can be seen from the top of Cedar Grove Road.

Fairview Cemetery is currently the primary location for city burials in Boston. Emergency need for expanded burial space for Boston residents prompted the installation of 750 new vaults at Fairview Cemetery in 1990. The chapel was renovated in 1998 to provide space for offices and storage of maintenance equipment. The 1911 M.H. Mosman Civil War monument was restored in 2003.

RECOMMENDATIONS

- Reset and restore gravemarkers.
- Repair roadways.
- Make landscaping improvements to City Poor Lot and install permanent grave numbering system.

Granary Burying Ground, Downtown, 1660
Taking its name from the 18th century town grain storage building, the Granary was part of Boston Common when it was established. Today, the two-acre burying ground is enclosed on three sides by tall office and institutional buildings. The Egyptian Revival entry gate and Tremont Street wall were designed by Solomon Willard and built in 1830. The Granary contains a particularly rich collection of 17th and 18th century gravestone carving, and markers exist here for prominent Bostonians Sam Adams, John Hancock, and Paul Revere, for Ben Franklin's family, and, according to legend, Mother Goose.

The new pathways were completed in 2002. A large grave marker resetting and tomb stabilization project was also finished in 2002. New interpretive signs were installed in 2004, improving upon the model set by Copp's Hill Burying Ground. A small grave marker conservation project was completed in 2004. A study measuring the Tremont Street Wall was undertaken in 2005, initially indicating little movement of this wall.

RECOMMENDATIONS

- Continue to implement grave marker conservation projects.
- Continue good relations with abutters and historical organizations to support educational programs, advocacy for fundraising and capital improvements, and to develop maintenance agreements.
- Continue to support programming through historical organizations, the Parks Department, and the Boston Park Ranger program.

Hawes/Union Cemeteries, South Boston, 1816/1841
This site is actually contains two cemeteries. John Hawes, a wealthy South Boston resident donated the Hawes portion on Emerson Street. The Union Cemetery on Fifth Street is separated from Hawes by a row of tombs. Prominent local citizens buried in Hawes/Union include John Hawes, Cyrus Alger, and Daniel Simpson.

RECOMMENDATIONS

- Reset the remaining leaning and fallen gravestones. Rebuild the transverse mound tombs and reset iron doors. Remove trees adjacent to tombs to avoid deplacement or encapsulation of stone tomb elements.
- Repoint and rebuild brick walls along west boundary. Repoint granite walls along west boundary. Repair and repaint fence and gates along both Emerson and East Fifth Streets.

King's Chapel Burying Ground, Downtown, 1630
King's Chapel Burying Ground is the oldest cemetery in Boston and is said to be part of the estate of Isaac Johnson, an esteemed early settler. Royal Governor Andros seized a portion of this property in 1686 to construct the first Anglican Church in Boston. Prominent individuals buried here are John Winthrop, William Dawes, Robert Keayne, founder of the Ancient and Honorable Artillery Company, and Mary Chilton, the first woman to step from the Mayflower in Plymouth.

A collapsed underground tomb was repaired in 2005. A flowering dogwood was planted in 2005. New interpretive signs are being installed in 2006. A significant grave marker conservation project was also undertaken in 2006.

Analysis of Needs

RECOMMENDATIONS

- Reset leaning gravestones and raise the grade to cover exposed monument foundations. Provide minor maintenance work at tombs, including reparging sidewalls, and resetting and conserving tabletops.
- Address landscape issues in the rear of the burying ground, including planting shrubs and trees to maintain the screen between the site and the Old City Hall. Install hardy ground cover in bare areas.
- Replace rear wall. Reset and repaint fence.
- Continue good relations with abutters and historical organizations to support educational programs, advocacy for fundraising and capital improvements, and to develop maintenance agreements.

Market Street Burying Ground, Brighton, 1764
Market Street Burying Ground was Brighton's primary cemetery until the 1850s when Evergreen Cemetery was established. It had been associated with the Third Church of Cambridge until 1807, when Brighton became a separate town.

RECOMMENDATIONS

- Reset leaning gravestones and conserve broken stones.
- Prune trees, remove unwanted plant growth on fences and at tombs, and plant additional shade trees. Renovate lawn areas as required.
- Repoint north wall, remove calcium carbonate deposits on Market Street wall, and rebuild retaining wing walls at each side of entrance to match the Market Street wall.

Mount Hope Cemetery, Mattapan, 1851
Mount Hope is the largest of all City-owned cemeteries. Its 125 acres contain burial plots for veterans of all wars since the Civil War; members of a variety of organizations such as the Elks, Odd Fellows, and Masons; the oldest burial area for Boston's Chinese immigrants; and a monument to the Irish patriot, John E. Kelly. Influenced by Mount Auburn and Forest Hills Cemeteries, Mount Hope's landscape design is based on the garden-style cemetery. Curvilinear tree-lined roads and two man-made ponds grace its rolling landscape.

Considerable work has been undertaken at this site. An urn garden was developed for the interment of cremated remains in 2000. The upgrading of vehicles and equipment in 1998-2000 as well as the

installation of a sprinkler system at the Boston Police and Veterans Memorial lots in 1999 helped to improve maintenance at the cemetery. A gazebo was built in 1999. The Grand Army of the Republic (GAR) Civil War cannon monument was restored in 2006. A new altar was erected by the Chinese Historical Society in 2007 to honor early immigrants buried here.

RECOMMENDATIONS

- Inventory, repair, and replace decorative path and walk signs.
- Prune, fertilize, and otherwise maintain the older tree stocks at Mount Hope through a $70,000 per year program for the removal of dead and diseased trees and the pruning of healthy trees.
- Renovate the entrance of Mount Hope Cemetery.
- Resurface and repair roadways.

Phipps Street Burying Ground, Charlestown, 1630
One of the few vestiges of 17th century Charlestown after the British leveled the town during the Revolution; Phipps Street Burying Ground also contains some of the finest early gravestone carving to be found in the eastern United States. A granite obelisk memorializes John Harvard, founder of Harvard College and Charlestown resident, and a plaque marks the burial location of Nathaniel Gorham, one of two Massachusetts signers of the U.S. Constitution.

Several new trees were planted near the entrance in 2002. A collapsed tomb entrance was rebuilt in 2004. Some dead trees and unwanted plant growth were removed during this period.

RECOMMENDATIONS

- Clean, prime and paint perimeter and Harvard Monument fence. Repair gate at Harvard Monument.
- Improve site map.
- Straighten perimeter fence posts and pickets. Repair access gate.
- Provide new perimeter path and repair existing path.
- Clean and repair existing drainage structures and replace or reset grates as required. Add a new drainage system at the perimeter lawn moat.
- Work with the Charlestown Preservation Society, the Charlestown Historical Society, and the Charlestown Neighborhood Council to support educational programs and advocacy for fundraising and capital improvements.

South End Burying Ground, South End, 1810
Known as the workingman's burying ground, most burials in this South End cemetery are not marked, and successive filling of the marshy site permitted burials in several tiers. A plan for the site guided the construction of walled tombs around the perimeter of the cemetery that today dominate the site. Once square in shape, the burying ground is now L-shaped, indicating that a quarter of the original site has been acquired by abutters. The repair and renovation of the mound tombs was undertaken in 2006.

RECOMMENDATIONS

- Remove unwanted plant growth in rear of cemetery, prune existing trees, and plant new trees according to the master plan.
- Create new path system with one perimeter path and two central crossing paths.

Walter Street Burying Ground, Roslindale, 1711
The Walter Street Burying Ground was originally created as part of the Second Church of Christ of Roxbury in a site adjoining the Peter's Hill area of the Arnold Arboretum. Prominent local families interred there include Baker, Chamberlain, Weld, Child, and Mayo. A marker indicates burial here of American Revolutionary War soldiers who died from war wounds or disease at the Greenough House in Jamaica Plain.

RECOMMENDATIONS

- Repair entrance stairways by replacing the missing stones, repointing steps, and painting handrail.
- Rebuild mound tomb and reset gravestones.
- Repoint Walter Street perimeter wall.

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Westerly Burying Ground, West Roxbury, 1683
Westerly gave inhabitants of Jamaica Plain and West Roxbury a nearby place to bury their dead and served as the West Roxbury graveyard for 268 years. The burying ground provides a visual record of three centuries of early settlers, and examples of local gravestone carving.

The perimeter chain-link fence was repaired, with several new sections added in 2004. Several of the oldest grave markers were conserved in 2005. A survey and mapping project was undertaken in 2006.

RECOMMENDATIONS

- Reset gravestones and repair mound tombs.
- Remove unwanted plant growth along southwestern edge. Prune existing trees. Provide additional shade trees.
- Repair and repoint north and south walls. Clean and paint Centre Street fence and gate.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.3.2 Open Space Systems Management
COMMUNITY
GARDENS

Section 7.3.2:
Open Space Systems Management
COMMUNITY GARDENS

INTRODUCTION

Boston has more than 175 community gardens. Not many decades ago, they numbered a handful. The growth of community gardens across the city demonstrates a strong public commitment for these special forms of green space. An integral part of the open space network of parks, playgrounds, natural areas, and unbuilt spaces in the city, these community gardens are perhaps the most personal and directly representative green spaces in their neighborhoods.

Community gardens are vital focal points in many Boston neighborhoods and unique among the city's open space types. Many began as food-producing plots used by people of limited means but have grown to serve as important social and educational centers for gardeners, their families, and neighbors. More importantly, gardens facilitate the empowerment of residents by involving them in community planning processes that define an appropriate balance of open and built spaces. Community gardens also serve to welcome newcomers to existing neighborhoods and offer neighbors common goals. The work involved in creating and preserving community gardens has brought many residents together, whether or not they are gardeners, to both protect neighborhood character and provide the space necessary for gardening and gathering.

Usefulness, self-sufficiency, beauty, productivity, cooperation, and education are some positives that grow out of community gardens in addition to the food and flowers raised. Well-managed gardens are a source of community pride, while flourishing gardens contribute to the perception of gardens and their environs as secure spaces within Boston's neighborhoods. Residents use community gardens as safe meeting places, and by virtue of the variety of cultures represented by the city's gardeners, these spaces are also a common meeting ground for shared neighborhood experiences.

The community gardens of Boston range in size from the Clark-Cooper Community Garden at the Massachusetts Audubon Nature Center (the former Boston State Hospital lands in Mattapan) and the Richard Parker Victory Gardens in the Fenway, each with more than 300 individual garden plots, to tucked-away places developed on corner vacant house lots with as few as ten plots. In these

varied gardens, approximately 6,000 families harvest a wide array of food annually, generating fresh, healthy produce that in turn contributes significantly to the household budgets of low- to moderate-income families. Gardens are located in almost every city neighborhood and are managed by homeless shelters, rehabilitation centers, housing developments, senior centers, and day care centers, as well as neighborhood residents. The vast number are located on formerly abandoned or undeveloped lots. Community gardens also reflect the city's diverse ethnic make-up with significant representation of Asian, Caribbean, Eastern-European, African-American, and Hispanic populations.

This plan is a summary of information and goals defined by the many agencies and organizations instrumental in the development, support, maintenance, funding, and advocacy for community gardens in Boston. The plan's overall intent is to set realistic goals for the next five years, goals that will sustain a larger and more long-term vision for the gardens.

REVERE
WATERTOWN
MILTON
QUINCY
Community Gardens
Other Open Space
City of Boston
Community Gardens
August 2007
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
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Miles

Analysis of Needs

History and Development

Historically, Boston has one of the oldest and largest community gardening systems in the United States. In the 1890s, with the onset of an economic depression, vacant lots and city land were set aside for food production by individuals. During World War I, community gardening surfaced again in Boston as "Victory Gardens," providing food for local consumption as much of the nation's commercial food supply was allocated for shipment abroad. During World War II, community gardening again became a critical component of the war effort by significantly buttressing domestic food production.

The Fenway Victory Garden (later named the Richard D. Parker Memorial Victory Gardens) is one of the few victory gardens across the country that still dates from World War II. However, in the 1970s additional community gardens arose from vacant house lots created by arson, abandonment, and demolition, especially in the most economically distressed neighborhoods. Strong grassroots efforts toward community development, self-help, and state legislation resulted in the creation of many new gardens.

Other early efforts such as the Revival Program resulted in 30 new community gardens during the 1970s. In 1976, Boston Urban Gardeners was founded to further the interests of gardening groups. Thanks to these many public and private non-profit garden support and neighborhood groups, community gardening emerged from the 1970s as a solid neighborhood-based system.

In the 1980s, community gardens faced important battles for property rights in a climate of aggressive development and re-zoning. Because the city faced extreme financial cutbacks, the Boston Natural Areas Fund (BNAF)—now known as Boston Natural Areas Network (BNAN)—purchased and secured 16 of the Revival Gardens from the City of Boston. The South End/Lower Roxbury Open Space Land Trust (SELROSLT) was established and formalized between 1989 and 1991. A Boston Redevelopment Authority (BRA) contract was established with the national non-profit Trust for Public Land and Boston Urban Gardeners to assist with the formation of SELROSLT. This effort permanently protected eight parcels of community gardens and pocket parks owned by the BRA. Since the Land Trust's establishment, the Berkeley Street Community Garden has been added to its inventory of permanently protected space.

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The Parks and Recreation Department – with funding assistance from the Environment Department – started and administers a Seed Grant Program (originally called the Community Garden Small Grant Program), funding smaller-scale capital improvements to community gardens such as fence repairs, tree trimming, new toolboxes or bulletin boards, and the like. In the first six years of the grant program, nearly $50,000 has gone to some 130 gardens and green areas.

To address continuing concerns for ownership, investment and support, Garden Futures was formed in 1994 by several citywide and neighborhood wide community gardening organizations. From 1995 to 1996, these groups collectively undertook a study of their 60 gardens in order to better able to understand capital and human infrastructure needs related to long-term sustainability. The report was issued in early 1997 and recommended new efforts toward education, networking, and public outreach.

In 2001, BNAF and Garden Futures merged to become the Boston Natural Areas Network (BNAN), a collaborative of 11 nonprofit organizations that own and manage nearly 100 community gardens. BNAN provides networking, education, and advocacy services. The member organizations as garden owners provide insurance, water system maintenance, capital improvements, fund-raising, and other support to the gardeners.

Ownership, Investment, and Support

Public Ownership and Support
The City of Boston owns many community garden properties through the Boston Redevelopment Authority, the Boston School Department, the Department of Neighborhood Development, and the Parks Department, which owns six community gardens within public parkland. The Department of Neighborhood Development (DND) plays a crucial role in garden ownership as the agency that manages land that became City-owned through abandonment and foreclosure: many of these are vacant lots. Some of these properties have been allocated for community gardens. In addition, the Boston Housing Authority (BHA) provides community gardening opportunities at a number of its residential developments citywide.

The Commonwealth of Massachusetts, via the Department of Conservation and Recreation (DCR), also owns land in Boston where community gardens are located. Public support for community gardens is evidenced through the Parks Department's

outreach through its Community Garden Liaison and its Maintenance Division, working with other community garden service providers, and supporting spring and fall garden clean-ups with trash pickups. The Department's Park Partners program includes community gardens in its growing list of open spaces and their advocates.

The DND administers the Grassroots Program, which channels federal Community Development Block Grant (CDBG) funds to neighborhood groups for converting vacant land into community gardens. Through Grassroots, existing gardens have been improved and new gardens created.

Over the last five years, the Grassroots Program has awarded $2.3 million of federal funds from the Department of Housing and Urban Development's Community Development Block Grant Program. These grants were directed toward community-sponsored, nonprofit-developed projects in Boston's low and moderate income neighborhoods. Along with continuing to support the City's community gardens, the Grassroots Program also assisted in the creation of neighborhood green spaces such as the Crawford Street amphitheatre in Roxbury and the Shawmut Station Corridor Garden in Dorchester. The Grassroots Program also worked on collaborative projects with other City agencies. A new intergenerational community garden was created at Roxbury's Madison Park High School in collaboration with Madison Park Development Corporation. In addition, community-oriented improvements were funded for the Boston Housing Authority's Cathedral and South Street housing developments. In total, over 35 projects for community gardens and green spaces were assisted by the Grassroots Program from 2002-2006.

Through an open Request for Proposals process, the Grassroots Program also conveyed property to nonprofit grantees. The Boston Natural Areas Network received land for six gardens in Roxbury, Dorchester and Jamaica Plain. In the sub-neighborhood of Fields Corner in Dorchester, the Colonel Daniel Marr Boys and Girls Club and VietAID were awarded properties for their new community gardens. The Roxbury Hill Association received land for their community amphitheatre and backyard.

In addition, the Grassroots Program worked on initiatives within the Department of Neighborhood Development such as the low-allergen tree and shrub requirement for the Neighborhood Housing Division's Healthy Home design standards. In association with DND's Homeworks Program and the Urban Ecology Institute, the

Analysis of Needs

Grassroots Program helped create an ecological landscape program for the City of Boston's homeowners. These free workshops, held at various public libraries on Saturday mornings, provide residents with instruction on how to create low-maintenance, environmentally friendly yards and gardens. Finally, the state provides some resources to urban community gardeners. The Massachusetts Department of Food and Agriculture facilitates the establishment of farmers' markets. The University of Massachusetts Extension Service in Amherst offers some technical assistance, such as soil testing, to gardeners.

Private and Non-Profit Ownership and Support
Today nearly 30 non-profit organizations own from one to more than 35 community gardens each; more than half of the Boston community garden inventory. Over the past 20 years, these non-profit organizations have raised some $15 million in private and public funds to construct and renovate gardens in conjunction with individuals and community groups. Up to an estimated $5 million in additional funds are needed to meet the current capital needs. They have also constructed gardens in conjunction with individuals and community groups.

Among these organizations, BNAN stands out for its longevity and ability to adjust to changing circumstances and opportunities. It supports and owns community gardens and advocates for new parks and urban wilds, particularly in lower income areas. In 2006, BNAN and the Trustees of Reservations joined forces to help sustain the current levels of support for community gardens while planning for future growth.

Maintenance support and technical information for gardens and gardeners are ongoing needs. A consortium of agencies and voluntary efforts continues to support community gardens.

Analysis of Needs

THE NEXT FIVE YEARS

Since the 1970s, community gardens have emerged as an integral element of Boston's open space system. Today community garden space is in demand in a number of city neighborhoods, yet stability and permanency remain issues for many established sites. Recommendations should respect the delicate balance between external support services and self-sufficiency. The following list delineates areas of focus over the next five years:

- Community Gardens and Community Development
- Acquisition and Protection
- Maintenance and Support
- Capital Investment
- Education, Training, and Programming
- Management
- Productivity
- Resource Development

Community Gardens and Community Development

Community gardens serve many functions in a neighborhood: as gathering areas, facilitating communication among neighbors; as a recreation resource (annual Gallup Polls continually show gardening to be one of the most popular leisure activities); and as crime-free areas which can provide an extra measure of security to neighboring homes.

In short, a flourishing community garden can help grow not only healthy foods, but a more livable neighborhood as well.

GOALS

- Involve neighborhood organizations, residents and youths in planning, building and maintaining community gardens.
- Enhance skills, experience, and confidence of gardeners as open space advocates, community planners, and stewards.

RECOMMENDATIONS

- Support BNAN's Master Urban Gardener (MUG) program and other initiatives that provide leadership training for community gardeners and include current leaders as resources.
- Encourage gardeners and their leadership to participate in neighborhood-wide organizations.
- Advocate for a balance of open space and built areas in both publicly and privately funded development projects.

- Develop sources of financial support for community-based organizations to be able to assume long-term responsibility for maintaining community gardens.

Acquisition and Protection
Great strides have been made to secure established community garden lands in Boston through purchase by non-profit organizations.

Yet some community gardens, owned privately or by the City of Boston and the Commonwealth of Massachusetts, remain unprotected or threatened by development. As the City of Boston and non-profit groups plan for Boston's open space, the important need for gardens should be considered when setting priorities for acquisition.

Mayor Thomas M. Menino, a childhood gardener and longtime supporter of urban gardens, has given a boost to community ownership in the years since he became mayor with transfers of permanent ownership for more than 40 gardens on City property to non-profit associations.

GOALS
- Provide long-lasting protection to community gardens.
- Encourage the establishment of new community gardens and encourage other non-profit organizations and groups, such as CDCs, to become garden owners or partners with a public agency owner.
- Continue to evaluate community gardens as candidate sites in the Open Space Acquisition Program.

RECOMMENDATIONS
- Develop a defined process to secure and manage long-term community gardens through the coordination of public, non-profit, and community resources. Develop mechanisms for long-lasting protection while allowing for flexibility to respond to future needs should community gardening interest wane in particular areas.
- Establish processes by which public agencies, non-profit groups such as community development corporations (CDCs), and multi-service centers can become community garden owners.
- Assess needs for new community gardens.
- Evaluate opportunities for incorporating community garden space on public recreational land through the appropriate agency's capital redevelopment process.

Analysis of Needs

Maintenance and Support

Community gardeners manage most day-to-day maintenance and operations within nearly 175 individual community gardens. Maintenance support on both public and private land is also provided by non-profit organizations such as the Boston Natural Areas Network (BNAN) and the South End/Lower Roxbury Open Space Land Trust (SELROSLT). In addition, City agencies such as the Parks Department and the Public Works Department contribute to this effort.

Maintenance activities are, therefore, spread among both gardeners and garden support groups. Technical assistance and education from organizations such as SELROSLT for neighborhood-specific needs and BNAN as an umbrella group, help small garden groups to accomplish realistic maintenance goals. Larger or more complex needs such as waste removal, utilities, emergency repairs and delivery of compost, soil, woodchips, or manure are best addressed with a scale of support represented by the Parks Department, Public Works Department, and the Water and Sewer Commission. The importance of public sector maintenance support to the success of the community gardens across Boston cannot be over-stressed.

GOALS

- Reinforce and systematize basic maintenance services to community gardens citywide.
- Encourage environmentally sound and efficient gardening practices such as composting and water conservation.

RECOMMENDATIONS

- Encourage materials recycling, including composting, by the gardens, garden support entities, and public agencies.
- Continue removal of seasonal clean-up trash by the Parks Department and expedite a program for the Public Works Department to include such items in its regular contracted waste removal process, so that garden waste is picked up as part of residents' trash pickup.
- Continue to provide and deliver compost—with the compost tested annually for possible contaminants—to community gardens.

Analysis of Needs

Capital Investment

Building a garden can be a process that radically transforms an area from a derelict wasteland into a source of pleasure and pride. A garden encourages neighbors to be outdoors, to talk with each other, and to get involved. A garden that is built by a community will reflect its spirit—the uniqueness of each site, the characteristics of the larger community, and the talents and efforts of the individuals involved.

Capital items such as water systems, soil enhancement, and equipment are essential elements in the life of a community garden. Investing in new gardens or improving existing ones may be the first step toward investment in other neighborhood facilities.

Areas of potential need for capital funding encompass land (discussed above in "Acquisition and Protection"), initial garden construction, and ongoing re-investments:

Water	Install hook-ups, including meters and backflow prevention devices; upgrade and repair watering systems.
Development	Design services for a community-determined plan for the garden infrastructure; contractor, technical, and project management services needed to build infrastructure; develop programs to train new gardeners and establish long-term maintenance strategies.
Materials	All the supplies and hardware necessary to construct and sustain a garden.
Equipment	Tools for initial construction but more crucially, the hoes, rakes, shovels and other tools needed for day-to-day gardening.
Maintenance	Develop a plan for the infrastructure and common areas.

GOALS

- Support community-based initiatives to develop new gardens and improve existing ones.
- Target neighborhoods where community garden improvements will help leverage other funding and support other community development initiatives.
- Seek long-term funding for the Seed Grant Program. This will continue an important effort that enables gardeners to acquire vital tools, supplies, and services not available through other grant programs.

Analysis of Needs

RECOMMENDATIONS

- Act upon, where feasible, the findings of BNAN's 2003 "Strategic Plan for Boston's Community Gardens."
- Provide financial support for ongoing community garden capital assessments.
- Continue to earmark through DND's Grassroots program a substantial portion of federal Community Development Block Grant funds for development of community gardens. Support Grassroots' proposed remediation program (currently known as "Garden Renaissance").
- Work with gardening organizations, along with appropriate public and private sector representatives, to help enable local garden groups to plan and pay for water system installations, upgrades and subsequent water charges themselves.

Education, Training, and Programming

Community gardens have both a great need for and the substantial promise of education and training that will ultimately enhance their communities. Appropriate educational programs can assist gardeners of all ages in a mutual quest to grow nutritious food, beautify neighborhoods through site improvement, and manage gardens equitably.

Several grassroots organizations that pursue goals directly or indirectly related to nourishing community gardens are already in place and productive.

The Master Urban Gardener Program (MUG) initiated by Garden Futures (now BNAN) ten years ago, meets many of these community garden education and training needs. The program includes 40 hours of classroom instruction, discussions and hands-on demonstrations of gardening skills that range from plant propagation to establishing community garden rules. Those who complete the MUG Program agree to give back at least 40 hours of garden volunteer time. Since MUG was initiated, 250 gardeners have completed the program. They have, in turn, generated more than 10,000 hours of volunteer time for Boston's community gardens.

The annual Boston Gardeners Gathering—meeting for more than 30 years—provides an opportunity for many gardeners to attend workshops and learn from each other. Northeastern University has become a valuable community gardening resource through offering classrooms and technical support for the MUG program and also hosts the Gardeners Gathering on its campus.

Analysis of Needs

The Food Project operates two "urban farms" in Boston to develop youth leadership skills where produce is raised for city markets and city youth are trained and utilized in all phases of growing food.

EarthWorks Projects is another community-based organization that includes education and training programs that work in partnership with neighborhood groups and schools to build ecological awareness and community. Among its efforts are the Urban Orchard Project, which establishes and cares for productive fruit-bearing plantings in undeveloped open spaces, schoolyards, housing developments, and other sites which integrate community gardening with fruit, berry, and nut growing.

The ReVision House in Dorchester is a shelter for homeless young women and their children. Part of their program includes an urban micro-farm that grows a wide variety of food crops for shelter residents, for sale to the public, and to restaurants, on three reclaimed lots totaling one acre. Internships provide training to shelter residents and local students in hands-on gardening skills.

Community gardens can also lead to neighborhood efforts beyond the garden gate. Leadership development training is the basis of the MUG Program and community support activities of BNAN and its member organizations. Gardeners are increasingly being encouraged to provide greening projects, education, food donations, and other services to their neighborhoods.

Goals

- Continue to form partnerships with and provide resources to organizations such as BNAN and its member non-profit organizations to further training.
- Support training programs in landscape skills, gardening, and leadership to promote both the proper uses of materials and environmental awareness.
- Continue the efforts of Boston Community Garden Council, a gardener-operated advocacy, information, networking and awareness organization, working to strengthen community gardens.

Recommendations

- Establish a broad-based advisory group to strengthen, expand, and coordinate with the environmental education efforts for children and youth in all areas of Boston.

Analysis of Needs

- Develop expanded opportunities for field trips, hands-on training, environmental education, and awareness for the Boston Youth Fund.
- Continue to support the annual Gardeners Gathering and the Boston Community Garden Council, both of which strengthen the network of community gardeners citywide and highlight urban gardening techniques.

Management

Efficient management of community gardens comes from the strong leadership of coordinators who are typically responsible for most garden-wide functions. Leadership, however, must empower gardeners rather than create dependency. It is essential to the creation and continued existence of such leadership that there be strong outreach and support from a network of public and non-profit agencies.

The preferred management structure is a leadership team that includes a liaison/contact who collects plot fees, calls for services, and coordinates clean-ups and special efforts.

As noted in an earlier section, BNAN's MUG Program now addresses many of these concerns. Coursework includes classes related to garden coordinators, their various roles, and how they can create leadership teams to better accomplish the multiple tasks involved with managing a community garden open space.

GOALS

- Identify strong leadership in gardens and increase the percentage of gardeners involved in garden leadership and maintenance.
- Sustain the network of agencies and community organizations committed to the support of community gardens as a permanent part of the city's open space.

RECOMMENDATIONS

- Support and expand programs such as the MUG Program (see above) that develops leaders and formalizes a support network among them, on both a citywide and neighborhood basis.
- Support organizations such as BNAN that institutionalize a support network of city and state agencies, landowners, non-profit organizations, and garden leaders by identifying relevant organizations, defining their contributions, and developing their commitments to gardens.

Analysis of Needs

- Provide weather-resistant bulletin boards within each community garden to facilitate the dissemination of information pertinent to garden management and for general informational purposes as well as a place to display BNAN's list of Good Gardening Practices.

Productivity

The influx of immigrants from gardening and farming cultures along with others of lesser means results in many people turning to gardening as a vital source of nutrition for their families. Garden plots in the city are generally small and there are not enough to meet the demand from new gardeners each year. Thus, only by increasing productivity can more food be made available to more people.

Another issue related to productivity is the soil's condition: often it is shallow, lacking in organic matter, and must be tested for lead and other pollutant toxicity. There is also a lack of topsoil to compensate for erosion and years of intense growing and the necessary organic matter is either unavailable or too expensive for most gardeners.

GOALS

- Develop and implement an educational program that emphasizes safe, low-cost intensive gardening techniques.
- Provide materials and equipment that will increase productivity.

RECOMMENDATIONS

- Design new gardens and redesign older ones to promote intensive production of food.
- Deliver tested compost to gardens annually where significant erosion has occurred or enhancement is needed.
- Educate gardeners on organic gardening methods, closer spacing, improved varieties, spot placement of fertilizer, advantages of mulching and compost making, use of season extenders and preventive measures, and prompt action for pest control.
- Support non-profit organizations such as BNAN and its member organizations to create demonstration gardens at locations throughout the city, emphasizing safe, low-cost intensive gardening techniques.
- Educate gardeners to minimize the use of pesticides and herbicides for the good of the public, the environment, and their own health.

Analysis of Needs

Resource Development
The mosaic of support for community gardens is broad and complex, combining government, voluntary, and private support for maintenance, materials, labor, and special projects. The need exists to further develop this support network so as to achieve all the goals of the community gardening system.

GOALS

- Develop, through the initiative of garden support agencies and organizations, private/public partnerships and expanded private financial support to assist community garden programs, special initiatives, and vocational training efforts.

RECOMMENDATIONS

- Continue to commit substantial portions of DND's Grassroots Program for community garden land development by non-profit organizations. Maintain DND planning for Grassroots program grants as a public/private process, involving neighborhood residents and garden support entities.
- Pursue state and city resources for community gardens. Join the Menino Administration to advocate that the federal government increase, rather than decrease by 20% as had occurred since 2001, the Community Development Block Grant (CDBG) allocations to the City of Boston, which helps support the Grassroots Program. Support efforts to again fund Massachusetts Cooperative Extension community gardening programs.
- Continue Park Partners, the Community Garden Seed Grant Program, and other sources of low-level funding as a means for providing grants to community groups for specific open space improvement projects, including community gardens and neighborhood programming.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.3.3 Open Space Systems Management
EMERALD NECKLACE

Section 7.3.3:
Open Space System Management
THE EMERALD NECKLACE

OVERVIEW

The Emerald Necklace is an internationally renowned 19th century linear park system as well as a nationally significant work of landscape architecture, sanitary engineering, and city planning. Frederick Law Olmsted, Sr., the leading landscape architect of the era, created this system to expand the open spaces of Boston Common, the Public Garden, and Commonwealth Avenue Mall into Boston's growing neighborhoods. His vision sought to solve a difficult series of public health and civil engineering problems with verdant scenery that brought "peace and refreshment to the city dweller."

> We want a ground to which people may easily go after their day's work is done, and where they may stroll for an hour seeing, hearing and feeling nothing of the bustle and jar of the street. We want, especially, the greatest possible contrast with the restraining and confining conditions which compel us to walk circumspectly, watchfully, jealously, which compel us to look closely upon others without sympathy.
>
> F.L. Olmsted, 1870

Olmsted created a progression of landscapes connecting to the downtown parks that culminated in an extensive "country park." He designed landscapes evocative of New England's natural scenery with carefully composed valleys, meadows, and woodlands. Olmsted restored a tidal marsh in the Back Bay Fens, re-sculpted a river ravine known as the Muddy River, preserved Jamaica Pond, designed the Arnold Arboretum grounds, and transformed farmlands into the poetically inspired Franklin Park. In 1893, Olmsted wrote to his partners John Charles Olmsted and Charles Eliot, "Nothing else compares in importance to us with the Boston work ... I would have you decline any business that would stand in the way of doing the best for Boston all the time."

Public Garden
Boston Common
Central Burying Ground
Charlesgate
Fire Alarm House Grounds
Back Bay Fens
Riverway
BROOKLINE
Riverway
Jamaicaway
Olmsted Park
Willow Pond Meadow
Chestnut Street
Olmsted Park
Jamaicaway
Perkins Street
Jamaica Pond Park
Parkman Memorial
Jamaicaway
Arborway
White Stadium
Arborway
Arborway Overpass Path
Forest Hills Rotary
Franklin Park
Arnold Arboretum
Arnold Arboretum
Walter Street Cemetery
Emerald Necklace Parks
Department of Conservation & Recreation
Department of Parks & Recreation
Boston Public Schools
Boston Fire Department
Other Open Space
City of Boston
Emerald Necklace
November 2009
Thomas M. Menino, Mayor
Prepared by the Design & Construction Unit
Boston Parks & Recreation Department
Antonia M. Pollak, Commissioner
0
0.25
0.5
1
Miles

Analysis of Needs

The over 1,000 acres of the Emerald Necklace represent a model park system inspired by the civic-mindedness of the late 19th century. At that time, the concept of public parks took hold in American cities to provide healthful relief from urbanization and the associated pollution, noise, and overcrowding. The Necklace gave the pedestrian, equestrian, or carriage rider an hour's or a day's recreation without leaving Boston. Age, natural selection, and successive changes in landscape fashions and levels of care have diminished Olmsted's rich composition of plants. However, these Olmsted-designed parks continue to offer scenic enjoyment, a wildlife habitat in the midst of a highly urbanized region, as well as storm water management in the Muddy River basin.

The Emerald Necklace directly serves eight of Boston's neighborhoods with numerous and varied places for quiet contemplation, enjoyment of scenery, and active play – regardless of a park user's recreational interest, economic status, or cultural identity. These places provide the settings for families and individuals to walk, run, bicycle, play ball, birdwatch, use tot lots, picnic, golf, cross country ski, fish, skate, toss a frisbee, fly a kite, rent a boat, or just sit. For Greater Boston, the Necklace is an important regional recreational destination for everything from fund-raising walks and the Franklin Park Zoo to the Boston Common holiday tree-lighting ceremony and collegiate cross-country running races.

All parks (including parkways) within the Necklace are designated Boston Landmarks with the exception of Arnold Arboretum. All are listed in the National Register of Historic Places. Boston Common, the Public Garden, and Arnold Arboretum are additionally designated as National Historic Landmarks, the highest tier of the National Register.

Comprehensive Planning

The Emerald Necklace includes Boston's oldest park, its largest park, its most heavily-used parks, its most venerable collection of public woodlands, an early model for an urban sanitary system, and one of the world's most respected arboretum collections. Their protection and ongoing rehabilitation are guided by a collection of master plans. These master plans present an array of recommendations that seek to restore the historic integrity of each park while accommodating contemporary uses.

The genesis of these plans came from organized support for the protection of this park system. The Friends of the Public Garden sought to protect Boston Common from overuse. It could no longer

be "all things to all people," and needed a management plan to structure its use. The Massachusetts Association of Olmsted Parks (now incorporated into Preservation Massachusetts) championed the Olmsted firm's role in planning and design for 280 municipal public parks statewide, which resulted in historic park planning and revitalization initiatives.

The Massachusetts Department of Environmental Management (DEM) launched the statewide Olmsted Historic Landscape Preservation Program in 1984. Through this program, Boston participated in two plans: the Franklin Park Master Plan 1990 and the Emerald Necklace Master Plan for Jamaica Pond, Olmsted Park, the Riverway and the Back Bay Fens (final draft completed in 1990, updated and published in 2001). The successor agency to the DEM, the Department of Conservation and Recreation (DCR), is currently working on an Arborway Master Plan for the parkway linking Jamaica Pond, the Arnold Arboretum, and Franklin Park.

Other planning documents also contribute to the recommendations recapped in this plan. They are Conceptual Design of Signage for the Boston Common (1986), Design of Signage for Boston's Emerald Necklace (1990), The Boston Common and Public Garden Utility Report (1990), Boston Common Management Plan (1990, updated 1996), Boston Common Pathway Plan (1991), and Boston Common Tree Planting Master Plan (1998).

Each plan for the Emerald Necklace parks has synthesized historic information, current activities, and input from extensive community processes. The result is a series of master plans that provide a flexible framework for action. At any time new information can be factored in and considered with each master plan's guiding principles and recommendations. For elements such as planting, fencing, lighting, statuary, paths, furnishings, signs, and structures, there are clear directives based upon historic documents, design precedents, and preservation guidelines. Over the next five years as projects are identified, staff will assess needs, analyze existing conditions, and seek community input during the process that leads to final project design.

Recent Capital Investments
Over the past five years, the marked improvement of general conditions in the Necklace has been attributable to Boston's Capital Improvement Program. The City of Boston has been able to proceed with capital investments using multiple resources, such as monies administered by the Office of Budget Management and the Trust Office. In 1999, the Parks Department began a planning

process to develop a scope of work for the rehabilitation of the Muddy River in collaboration with the Town of Brookline, Boston Water and Sewer Commission, and the Commonwealth of Massachusetts. Parks Department maintenance efforts, safety and security enforcement, and increased programming protect the capital investments and help ensure continued support for the parks. This work is supported by many private sector parties, such as the Emerald Necklace Conservancy ("the Conservancy").

Emerald Necklace Capital Projects 2001-2006	
Boston Common	$830,348
Public Garden	$414,272
Commonwealth Avenue Mall	$235,743
Back Bay Maintenance Yard	$171,643
Jamaica Pond Park	$59,456
Franklin Park	$220,000
Franklin Park Golf Course	$1,573,734
Total	$3,505,195

PRINCIPLES, GOALS, AND RECOMMENDATIONS

The sections below summarize the recommendations from the various published master plans. For more extensive explanations, please refer to the master plan documents. General principles, goals, and recommendations are listed first, followed by park-specific descriptions and recommendations. These plans guide all Emerald Necklace revitalization efforts. (For further reference to Emerald Necklace recommendations in this document, see the applicable neighborhood chapters.)

General Goals for the Emerald Necklace

Historic Landscape Integrity. Rehabilitate each park's historic character and features to sustain overall historic integrity while serving contemporary uses.

Unity and Access. Improve connections to make the system more unified and legible as a whole, facilitate use, improve public safety, and increase appreciation. Examples include better bicycle path routing and signage, pedestrian signals and curb cuts, and continued implementation of the systemwide sign program.

Awareness and Education. Foster interpretive and educational programs and continue to strengthen Ranger presence in all Emerald Necklace parks. Foster increased programming to reach

children and adults, residents and visitors. Coordinate interpretive efforts by all groups to assure fullest possible coverage without duplication of services.

Safety and Security. Continue to work closely with the Boston Police and community groups to address and avoid problems. Exercise the limited enforcement powers of the Boston Park Rangers to create an atmosphere of security and safety in the Emerald Necklace.

Trees. Provide improved care for all trees. Develop and implement planting plans and tree care standards (draft plans for the Olmsted and Franklin Park woodlands have been developed by friends groups with support from the state). Coordinate the efforts of agencies, community groups, and potential donors to ensure that all new trees receive adequate maintenance.

Shrub Plantings. Replant Olmsted-inspired shrub beds in specific areas to regain lost scenic artistry conveyed by their variety, textures, and colors. Use plantings to combat problems such as desire paths that cause soil compaction and erosion. Adapt plant materials as needed to address security, environmental, maintenance, and wildlife management factors.

Woodlands. Develop a computerized woodlands inventory and protocol. Develop a regeneration plan to improve the woodland ecology. Develop a specific plan for the wooly aldelgid infestation of the Hemlock population. (See Trees, above.)

Wildlife Management. Protect wildlife habitats when making decisions regarding rehabilitation efforts. Strive to enhance nesting and feeding areas.

Water Quality. Advocate for, support, and participate in efforts to improve water quality in Scarborough Pond and the Muddy River from Ward's Pond to the Charles River. Follow master plan guidelines regarding bank stabilization, replanting, and perimeter paths. (Please refer to the Muddy River section of this chapter.)

Infrastructure. Rehabilitate water, drainage, electrical, road, and path systems as needed, observing applicable city, state, and federal regulations along with current planning guidelines. Maintain fountains, lights, paving, and other elements for public safety and protection of capital investments.

Analysis of Needs

Structures. Rehabilitate walls, bridges, shelters, buildings, terraces, and other structural features that contribute to the design of the parks to the maximum extent feasible. Replace intrusive structures that have necessary functions with structures of more suitable design.

Existing Art Work and Memorials. Maintain existing public art and memorials in accordance with the jurisdiction of other City agencies. Encourage ongoing efforts by the City's Adopt-a-Statue Program. Continue the moratorium on new artwork and memorials in Boston Common and the Public Garden.

Memorials and Gifts. Avoid the proliferation of non-contextual memorials and artwork. Encourage contributions to Parks Department planned or approved projects on a case-by-case basis such as tree planting, furnishings and fence rehabilitation or installation, conservation of shelters, bridges, fountains, statuary, and other park elements, and sign system implementation. Encourage proponents to meet with the Parks Department for guidance early on in planning for any proposed memorials or gifts to parks. Coordinate through the Parks Department the review of proposed gifts and memorials in accordance with the jurisdiction of other City agencies, primarily the Art and Landmarks Commissions.

Intrusive Elements. Remove or mitigate the effects of structures, buildings, furnishings, or features that conflict with the visual character of Emerald Necklace parks or which compromise the protection and preservation of these parks.

Fundraising and Collaborative Efforts. Continue efforts to secure outside funds given the special needs of Emerald Necklace parks and government fiscal limitations. Support the Emerald Necklace Conservancy and other advocacy organizations in their collaborative and fundraising efforts. Support the Conservancy's Emerald Necklace endowment fund named for the late Park Commissioner Justine Mee Liff. Use City funds to leverage outside giving. Foster partnerships and collaborations to support maintenance, capital, and programming projects for preservation and revitalization.

Maintenance. Continue to ensure a high level of maintenance to meet the high demands and historic significance of Emerald Necklace parks. Continue to upgrade equipment and increase human resources. Further develop partnerships that provide extraordinary care.

Analysis of Needs

Project Review and Approvals. All capital projects shall undergo community review led by the Parks Department. Secure all other applicable city, state, and federal review and approvals. Meet with Parks Department staff at the early planning stage for any project not initiated by the Parks Department, which will directly affect Emerald Necklace parks and for any development, building, or improvement project proposed within 100 feet of Emerald Necklace parkland. Provide direction and oversight for the planning and design of outside projects through Parks Department staff.

Analysis of Needs

PARK-SPECIFIC DESCRIPTIONS AND RECOMMENDATIONS

Boston Common was formed in 1634 to provide pasturage and other shared needs for the town, based upon the English concept of common land. As the country's oldest public open space, Boston Common reflects events important to the history of the city and nation. Since Revolutionary times, the Common has been the city's favorite outdoor place for public assembly.

By 1830 the town had become a city, the sophisticated State House looked down upon a Common bordered by rows of trees, and cows were banned by municipal decree. Throughout the 19th century and into the early 20th century, Boston Common gained paved walks, statues, memorials, and ornamental fences, becoming an urban park in form as well as function. Today the five-sided, 48-acre Common is admired as much for its landscape features of mature shade trees and rolling lawns as for its historic structures, artwork, and Frog Pond.

While serving as Boston's front lawn to all visitors, the Common is also the favored location for large outdoor gatherings and a neighborhood park for downtown, Chinatown, Bay Village, Beacon Hill, and the Back Bay. Active recreation facilities consist of two tennis courts, a softball field, a Little League field, a children's play area, as well as a summer water spray pool and winter ice-skating rink at the Frog Pond.

The Visitor Information Center (VIC) at the head of the Freedom Trail is the most heavily-used tourist inquiry facility in New England. Completed in 1994 the combined Visitor Information Center and Ranger Station successfully integrate information and safety concerns under one roof. This project involved the relocation of the Ranger Station building and its rehabilitation, construction of a rear addition, demolition of the old VIC, and design of a new MBTA Freedom Trail exit. The restoration of the Parkman Bandstand in 1997 created another venue for music and theatrical performances in the Common.

The renovation of the Frog Pond and construction of the Pavilion in 1997 created a four-season amenity. This $4 million renovation has allowed for wading in the summer, skating in the winter, and a reflecting pool in the spring and fall.

The Massachusetts Convention Center Authority (MCCA) rebuilt the underground garage head houses and revitalized the Parade Ground in 1996. In addition, the MCCA funded the installation of

the perimeter fence along Charles Street in 1997. The MCCA also funded the completion of the Charles Street fence that included the restoration of the pedestrian gate at the corner of Boylston Street. The Millennium Group has funded improvements to the Tremont Street edge, from Boylston Street to Avery Street.

The City is engaged in a major turf restoration program for the Parade Ground, and is setting priorities for path and edge restoration.

In addition, pathway rehabilitation continues in the Common with the Oliver Wendell Holmes path, following recommendations made in the Boston Common Pathway Plan (1991). Further enhancing Boston's "front lawn," the Shaw Memorial and World War I Steps were cleaned and restored in 1998. Light Boston installed new lighting for Brewer Fountain in 2001. The full restoration and repair of this fountain will be supported by a Save America's Treasures grant awarded in 2006.

RECOMMENDATIONS

All policies, projects, and programs for the Common will continue to recognize the need to preserve it as the primary green oasis in downtown Boston, protecting against incursions or degradation to its environment of shade trees and expansive lawns.

- Concentrate on trees and turf as well as general cleanliness, recognizing that the Common receives exceedingly high use and stress.
- Make general water, drainage, and path systems rehabilitation a priority to be implemented both as independent projects and as opportunities are presented by other projects that will disrupt the Common, such as the reconstruction of the underground garage, and the rehabilitation of Tremont Street.
- Continue partnership efforts with the Friends of the Public Garden and other involved agencies such as the MBTA and the Boston Landmarks Commission, as well as with neighbors and developers.

Analysis of Needs

The Public Garden is the oldest public botanical garden in the United States and the formal, passive recreation companion to Boston Common. These side-by-side parks together serve as a major green oasis in central Boston.

When the Public Garden was established in 1837, the site was marshland at the foot of the Common and the water's edge of the Back Bay. When the land was filled in, the Public Garden's design evolved from a plan by George Meacham published in 1859. The picturesque style of the 25-acre park centers on the central lagoon with its signature bridge and willow trees, as well as surrounding specimen trees, serpentine paths, ornamental fountains, sculpture, Swan Boats, and planting beds.

The City and the Friends of the Public Garden have conducted projects to preserve and enhance the Public Garden since 1993. They include dredging the lagoon, new signs, more ornamental planting beds at entrances and along edges, the revitalization of lawns, and tree pruning. The Japanese Lantern was restored and installed on a new base in 1993 with the helpful donation of private funds. In addition, the Lagoon Bridge was restored and the perimeter fence was repainted. The Browne Fund contributed to the design and implementation of two custom drinking fountains. The Ether Monument and the very popular George Washington statue were restored in 2005-2006. An endowment fund has been created for the upkeep of the Ether Monument. The Ether's lighting has been installed and the lighting for the George Washington and George Robert White statues is underway.

RECOMMENDATIONS

The essential style and character of the Public Garden shall be preserved and reinforced through capital projects, maintenance activities, and administrative policies.

- Make a high priority repairs to the tool shed, fountain restorations, and additional sign installation. Continue Boston Landmarks Commission and Art Commission (if applicable) review of proposed improvements to ensure that the historic character of the Public Garden is maintained. Continue Parks Department review of projects proposed by others.
- Continue to address needs and implement recommendations set forth in the Boston Common and Garden Utility Plan (1990) through a capital program, such as upgrading the water supply system, improving drainage, and retrofitting fountains to recirculate water.

Analysis of Needs

- Continue the Parks Department's above-standard level of horticultural and general maintenance for this public botanical garden. Continue supplemental care via partnerships, such as with the Friends of the Public Garden and Heritage on the Common.

Analysis of Needs

Commonwealth Avenue Mall was built by advancing westward from the Arlington Street edge of the Public Garden from 1856 to 1888. As the Back Bay was filled in, Commonwealth Avenue became its spine. The design for Boston's version of a grand Parisian boulevard is credited to Arthur Gilman, with contributions by others including Frederick Law Olmsted.

These 32 acres stretch from Arlington Street to the MBTA subway and bus terminal at Kenmore Square, interrupted by the Massachusetts Avenue underpass, the Muddy River, and the highway overpass at Charlesgate. Many of the Mall's elms have died from Dutch Elm Disease. To avoid future vulnerability to any single species, the elms have been replaced with a variety of trees. The central path features memorial statuary. Recent projects by the City and its partnership with the Commonwealth Avenue Mall Committee (an active subsidiary of the Friends of the Public Garden) include tree care and replanting, new signs and fences, statue lighting, and the lighting of the Vendome Memorial funded by the Fire Department's memorial fund. Seeding, fertilization, and a new irrigation system for the lawns were installed in 2001. Since 1999, the Department has instituted holiday lighting of the trees on Commonwealth Avenue Mall through private donations. The Women's Memorial was installed in 2003.

Recommendations

The Parks Department will continue its partnership with the Commonwealth Avenue Mall Committee and neighbors to pursue funding and complete ongoing projects.

- Complete the tree replacement plan. Maintain established trees through institutionalized care such as cyclical pruning and inoculation of elms. Continue to provide extraordinary care for trees and bedded plants through the Commonwealth Avenue Mall Committee.
- Complete lighting for the other remaining memorial statuary as lighting designs are approved.
- Install ornamental fences on Fairfield and Gloucester Streets consistent with the fencing on the cross streets from Arlington to Dartmouth.

Analysis of Needs

The Muddy River, the 3.5-mile spine of the Emerald Necklace, is an historic urban waterway. Its brooks, glades, dells, sweeping vistas, reflecting pools, and ponds are an integrated composition of civil engineering and landscape art.

Flood damage in 1996 and 1998 brought civic leaders, politicians, and community groups together to collectively re-examine the condition of this natural treasure and its importance to the metropolitan area. The result: the City of Boston and the Town of Brookline are working with the Commonwealth of Massachusetts and the US Army Corps of Engineers to restore the Muddy River's civil engineering functions, flood-carrying capacity, historic landscape integrity, bucolic scenery, and ecological vitality. The Muddy River rehabilitation project will significantly reduce flood impacts while improving wildlife habitat and the historic landscape of these water-oriented parks. Boston and Brookline envision that the public funds invested in this project will inspire and attract additional private monies for future historic landscape rehabilitation projects, which will ultimately lead to the completion of the Emerald Necklace rehabilitation. The two municipalities have created a collaborative process with the public and the 29 member Citizens Advisory Committee established by the Massachusetts Secretary of Environmental Affairs. The project's MEPA review was completed in 2003. The project is now being designed by the Corps.

Challenging problems face this national historic resource. Moderately heavy rains activate emergency measures to combat and clean stormwater back-ups in Fenway/ Longwood-area colleges, universities, and medical institutions, and numerous Brookline businesses and residences. Over five acres of mature Phragmites (tall invasive reeds) choke the river and diminish its flood-carrying capacity. The weeds have displaced other plant species, keeping the ecology out of balance, undermining bio-diversity, and obstructing historic landscape rehabilitation. Contaminants in the river sediment continue to degrade water quality as the sediments get re-suspended into the water, limiting the number of vertebrate and invertebrate species that could contribute to a balanced ecology.

One hundred years ago, Frederick Law Olmsted believed that nature could restore the human mind and spirit. He conceived the unique urban landscape called the Emerald Necklace to bring a natural regenerative experience to city dwellers. Like their 19th century predecessors, today's civic leaders and citizens must commit to stewardship for future generations and sustain a legacy worthy of Olmsted and his peers.

Analysis of Needs

The vision for this project is far-reaching: rehabilitation of the Muddy River will protect the health, safety, and welfare of their citizens, re-establish the Olmsted scenery to approach its former glory, and reinvigorate the overall park experience. The municipalities are committed to exploring new and innovative ways to maintain the parks in perpetuity, and protect and preserve the public sector's investment. The park owners (Boston, Brookline, and the DCR), the Emerald Necklace Conservancy, and the Muddy River Maintenance Management and Oversight Committee have signed a landmark agreement to create a five-member cabinet that will ensure the long-term maintenance of the completed project. Boston and Brookline will aggressively pursue partnerships with private industry and cultural institutions, and examine organizational models that could inform park maintenance and management practices. The project exemplifies a renewed appreciation of the Emerald Necklace and the reinforced political will to commit to the rehabilitation of this world-class park system.

The goals of the Muddy River Rehabilitation Project are:

- Improve flood control;
- Improve water quality;
- Enhance aquatic/riparian habitat;
- Rehabilitate the historic landscape and other resources; and
- Implement Best Management Practices (BMPs)

Analysis of Needs

The Back Bay Fens dates from 1879, and is the first of the five properties Frederick Law Olmsted designed and built to create a linear system of pastoral parks in Boston. Here the Muddy River originally met the Charles River in a salt marsh.

Of Olmsted's Emerald Necklace parks, the Fens is the most changed and one of the most active. Meadows and lawns replaced marsh after the Charles River was dammed in 1910. Without tidal action the shallow pools have become stagnant. The present Arthur Shurtleff design has been overlaid on Olmsted's, and is more groomed and formal than was the original. It features the popular Kelleher Rose Garden, the World War II, Korean War, and Vietnam War Memorials, and the Roberto Clemente Field athletic stadium. The Henry Hobson Richardson-designed Boylston Street Bridge is the most dramatic of all the stone bridges in the Necklace. It is now obscured from the Charles River side due to the addition of the Bowker Overpass ramp from Storrow Drive.

The Fens provides essential neighborhood parkland for the Fenway, Kenmore, and Longwood areas, and serves as the "front lawn" for several of the city's venerable cultural institutions, including the Museum of Fine Arts and the Gardner Museum. It also includes the Richard Parker Memorial Victory Garden, Boston's oldest community garden. In 1998, the reconstruction of the Mother's Rest Playlot was completed, serving neighborhood children and offering a setting for small concerts. Reconstruction of the basketball courts was also completed in 1998.

Recent BWSC improvements to the Stony Brook as part of a sewer separation project to reduce CSO discharges to the Fens resulted in an award-winning historic restoration of the two H. H. Richardson-designed Fens Gatehouses along the Fenway side of the park.

The derelict Clemente Field House was replaced with a smaller structure that is less intrusive in the landscape.

In 2007, at the request of the Parks Department, the Emerald Necklace Conservancy established a volunteer Rose Garden Advisory Committee to work on the Kelleher Rose Garden's rehabilitation. This work will be completed in 2008. In 2006 as part of its ongoing research into best practices for handling invasive plant species, the Conservancy, the Parks Department, and the Army Corps of Engineers worked on test plots for the eradication of Phragmites and Japanese knotweed.

Analysis of Needs

RECOMMENDATIONS

The Boston Parks Department will continue to manage competing uses for active and passive recreation while preserving the Fens.

- Improve the watercourse and adjacent landscape through the Muddy River Rehabilitation Project.
- Upgrade existing sports facilities, particularly Clemente Field.
- Designate quiet/passive recreation areas.
- Implement the Linking the Corridors Project in the Back Bay Fens to improve pedestrian paths and transform the former bridle path into a multi-use path for bicycle and non-bicycle users.
- Continue the partnership agreement with the Fenway Alliance and Fenway Garden Society.
- Support the work of the Emerald Necklace Conservancy, especially its effort to create a visitor center in the Back Bay Fens' Gate House No. 2.

Analysis of Needs

The Riverway, established in 1890, begins at Brookline Avenue, Park Drive, and the Fenway parkway, on land that was formerly the Sears parking lot, just west of the Fens. From the Park Drive/Riverway intersection southward to Route 9, the Muddy River is open and flows through a gentle ravine. Steep wooded banks insulate the park from the city. The Riverway offers one of the most idyllic and best-preserved experiences of Frederick Law Olmsted's designs. Three stone bridges span the water and the boundary between Boston and Brookline. The Riverway is popular with walkers, birders, bicyclists, and people seeking a contemplative refuge. Neighbors from the Audubon Circle, Fenway, Longwood, and Mission Hill areas and Brookline use this park.

Four City of Boston projects have enhanced the appearance of the Riverway. The four stone bridges and the attendant landscape were rehabilitated in 1998 with the collaboration of the Town of Brookline and through funding from the DEM Historic Landscape Preservation Program. The two other projects were the restoration of the Back Bay Maintenance Yard and the reconstruction of the pathways on the Boston side of the park. A fourth project, undertaken jointly with Brookline, was the repointing of the historic Netherlands Road Bridge.

In addition, the Sears Company returned the Sears parking lot (the infamous "Missing Link") to the City and replaced it with lawn and trees as part of the redevelopment of the Sears Building at Park Drive and Brookline Avenue (now the Landmark Center). This section as well as the area upstream of Louis Pasteur Avenue (in the Fens) will be daylighted as part of the Muddy River Rehabilitation Project.

RECOMMENDATIONS

The Parks Department will continue structural rehabilitation and replanting to fully reinstate the scenic glory of the Riverway.

- Foster joint projects between Boston and Brookline to implement preservation projects.
- Restore the former Sears parking lot to the vision in the master plan that emulates the original Olmsted plan. Re-create the open waterway as part of the Muddy River Rehabilitation Project.
- Improve the watercourse and adjacent landscape through the Muddy River Rehabilitation Project.

Analysis of Needs

Olmsted Park, originally named Leverett Park, was established in 1891 at the upper end of the Muddy River as a succession of ponds set in woodlands. This is especially true from Perkins Street, where the deep-set basin of Ward's Pond is nestled in a wooded bowl, to Willow Pond Road, the northern terminus of a section of rolling wooded terrain laced with a series of small ponds and streams. Leverett Pond, the park's largest body of water, shapes the more open north end of the park which abuts Route 9.

The water system demarcates the Boston-Brookline boundary. The idyllic woods, ponds, and streams are interrupted at Willow Pond Road by the two very heavily-used ball diamonds at Daisy Field. Olmsted Park retains several original stone pedestrian bridges and a stone headwall at Leverett Pond. The Route 9/Huntington Avenue overpass, separating Olmsted Park and the Riverway, was built in the 1930s. Olmsted Park is a very popular neighborhood open space resource for Mission Hill and Jamaica Plain, as well as Brookline.

In 1998 a wooden boardwalk was added to one edge of Ward's Pond allowing the public greater access to this "hidden jewel."

RECOMMENDATIONS

The Parks Department will focus its rehabilitation efforts on woodland management and the restoration of Ward's Pond and other park water bodies.

- Adopt and implement the Olmsted Park Woodlands Plan developed by the Emerald Necklace conservancy in partnership with the Parks Department and Brookline Parks and Open Space.
- Correct drainage at Daisy Field to improve conditions at Leverett Pond.
- Begin water quality improvements at Ward's Pond, the upstream end of the Muddy River, as part of the Muddy River Rehabilitation Project (MRRP; please see the Muddy River section above). Continue improvements to the watercourse from Ward's Pond to Leverett Pond through the MRRP.
- Further improve the Ward's Pond landscape. Build upon the cleaning efforts made by the Longwood Treatment Center and the Appalachian Mountain Club crews. Restore understory plantings. Restore the pedestrian path all around the water's edge.
- Advocate for the water resource improvements of Leverett Pond as part of the MRRP (please see the Muddy River section above).

Analysis of Needs

- Support the master plan efforts by the DCR and the Conservancy to manage the state-owned former Kelly Rink site as a meadow.

Analysis of Needs

Jamaica Pond Park, situated between Perkins Street and the Arborway, was established in 1892. This 50-foot deep pond is the source of the Muddy River. From a formal entrance at Pond Street with a boat house and bandstand (circa 1915), the vista presents a green-fringed blue water sheet against tree-covered Hellenic Hill. Olmsted did little to change the landscape.

Jamaica Pond is one of the city's most heavily-used neighborhood parks. Visitors come from Boston, Brookline, and other communities in the metropolitan area. Runners, bicyclists, and walkers circle the 1.4-mile perimeter of the pond. Sailboats and rowboats are available for rent at the Boathouse, which also has a snack concession.

Major capital investment at Jamaica Pond in the past ten years has rehabilitated the Boathouse and Bandstand, repaired the water leveling mechanism, stabilized and replanted about half of the water's edge, and rehabilitated half of the perimeter path. A bicycle and running path was built on the former bridle path parallel to the Jamaicaway, to help mitigate competing uses. The Connecting Jamaica Pond project was completed in 2001 with the support of $1.2 million in federal and state ISTEA funds. The project included the remaining perimeter path rehabilitation and the installation of riprap along the pond edge to deter erosion. The project completed the rehabilitation of the pond edge by the planting of lawn, more than 116 trees, and over 5,000 shrub and groundcover plants. Connecting Jamaica Pond also installed a bike lane along Perkins Street to advance the master plan recommendation to increase connectivity between Olmsted Park and Jamaica Pond Park. Another project feature was the installation of a grit particle separator, a storm water pollution control device to further improve the water quality of Jamaica Pond. A separate DEM Historic Landscape Preservation Program grant funded the planting of the Pinebank slope in an effort to reduce the amount of sediment entering Jamaica Pond.

Recommendations

The Parks Department must continue to carefully protect this park and its surroundings to balance heavy user demands with the preservation of historic features and natural systems.

- Provide extraordinary maintenance for the landscape, including the new water's edge plantings, through the Parkman Fund and park partners.
- Continue programming with community participation. Emphasize activities singularly suited to Jamaica Pond such as

gatherings at the bandstand and the current environmental education and boating programs.

- Work with the owners and the community to preserve Hellenic Hill, an urban wild and an essential component of the scenery and ecosystem of Jamaica Pond.

Analysis of Needs

The Arnold Arboretum was established in 1872. Located south of Jamaica Pond, the Arboretum is managed by Harvard University under a 999-year lease with the City of Boston, thus establishing a longstanding partnership. Within its 273 acres, the landscape's informal character provides a country park experience, including dramatic views from atop Bussey Hill and Peters Hill. The artful and studious planting of the Arboretum collection results from the collaboration between Frederick Law Olmsted and Charles Sprague Sargent. The legacy of earlier estate owners is retained by name in such features as the Walter Street Burying Ground, Bussey Brook, and Weld Street.

The Arboretum is bordered by the neighborhoods of Jamaica Plain, Roslindale, and West Roxbury. Known worldwide for its scientific collection of trees and shrubs, it also serves as a favorite regional and neighborhood passive park. In 1996, the Arboretum was increased by 24 acres, thanks to the addition of a parcel known as the South Street Tract, and an ISTEA grant was secured to implement a pathway through the Tract, connecting the Forest Hills MBTA subway station and the Arboretum's South Street gate. The pathway and gate improvements were completed in the spring of 2002.

RECOMMENDATIONS

The Parks Department encourages ongoing collaboration between the staffs of the Arboretum and the Department.

- Continue to rehabilitate pathways, roads, walls, and other infrastructure components with input from the Arnold Arboretum staff.
- Support the opportunity to interpret the South Street Tract as an urban wild.
- Monitor the Institutional Master Plan revision to insure that future developments are consistent with the intent of the partnership with the Parks Department.

Analysis of Needs

Franklin Park accounts for more than half of the land area of the Emerald Necklace park system and approximately one-quarter of the total parkland owned by the City of Boston. Landscape historians and designers have hailed it as one of the finest public parks ever built. Franklin Park's design dates from 1885. Its 484 acres, arranged in a diamond shape, are set among the neighborhoods of Roxbury, Jamaica Plain, Roslindale, Mattapan, and Dorchester. A century after its creation, Franklin Park is still a much–needed refuge from the city. It suffered a severe decline in the 1960s and 1970s, but is now significantly rehabilitated and well visited. With its Country Meadow, 65-acre Wilderness woodland area, and peaceful Scarborough Pond, the park still magically suggests a rural retreat. There are picturesque ruins of a shelter and terrace on Schoolmaster Hill above the meadow and the remains of the Playstead Overlook Shelter.

Designed as the active part of the park, the Playstead has versatile, popular playing fields and the newly-refurbished White Stadium. The revitalized Franklin Park Zoo, managed by Zoo New England, and the William Devine Municipal Golf Course (in the meadow) bring 40,000 visitors annually. In 1998, the City completed a new golf course clubhouse that was inspired by the Olmsted-designed Playstead Overlook Shelter.

Because it accounts for approximately one-quarter of the City of Boston's parkland, its maintenance and capital improvement needs continue to be substantial, particularly because a significant amount of the park's vegetation, structures, and infrastructure is a century old. Franklin Park has seen significant improvements: the children's play areas at Walnut Street and Humboldt Avenue entrances have been rehabilitated thanks in part to a federal urban recreation grant; the Schoolmaster Hill ruin has been stabilized; and a Woodlands Program has been initiated to focus on rehabilitating the forest areas of Franklin Park and the other Emerald Necklace parks. The Department is now engaged in the development of a transportation access plan for the park, as well as a comprehensive assessment of walls and masonry structures.

Analysis of Needs

Recommendations

As the largest park in the Parks Department's system and an internationally recognized historic landscape design achievement, Franklin Park poses many challenges today. Neighborhood and active park user needs must be addressed, while respecting the historic and regional significance of this "country park."

- Increase neighborhood partnerships such as with the Franklin Park Coalition. Coordinate activities with the Zoo, White Stadium, and others.
- Respond where needed to neighborhood needs by rehabilitating ball fields, improving basketball facilities, and providing or retaining picnic tables in suitable locations.
- Provide extraordinary maintenance and management of vegetation. Develop, refine, and implement the Woodlands Management Plan to ensure the future health of the forested area of the park.
- Continue to implement the Franklin Park Maintenance Yard master plan for reorganization and revitalization of the existing yard.
- Oversee preparation of a water quality assessment and treatment plan for Scarborough Pond, funded with state participation. Phase in its implementation.
- Continue coordination with and among agencies and community groups to avoid user conflicts and to assist with maintenance, programming, and fund-raising.

Open Space Plan 2008-2014

Section 7
Analysis of Needs

Section 7.3.4 Open Space Systems Management

PUBLIC SHADE TREES

Section 7.3.4:
Open Space Systems Management
PUBLIC SHADE TREES

INTRODUCTION

Boston's public shade trees – those lining its streets and avenues, and those found in its public parks, playgrounds, cemeteries, urban wilds, and squares – help make Boston a beautiful city. The city recognizes trees as aesthetic and social resources as well as an important component of the urban ecosystem, providing environmental protection. The public shade tree goals for Boston are to provide stewardship to the existing legacy of mature trees and to plan for future planting and maintenance needs.

The aesthetics of the urban forest can be pictured easily: The stately elms of Mt. Vernon Street, the newly replenished boulevards of Huntington Avenue, the woodlands dotted throughout Franklin Park and the Emerald Necklace, the informal and formal park plantings ranging from Dorchester Park to Post Office Square. These are the trees that make up our urban forest.

The urban forest as a beneficial ecosystem has been documented through environmental research over the last several years. Trees return oxygen to the air, filter dust, pollution, and the harmful rays of the sun, provide shade, protect people and property from wind and weather, reduce air conditioning and heating costs for adjacent buildings, help filter storm water, and generally contribute to the physical well-being of the city's residents. Street trees also link highly developed spaces with more forested areas. They act as a green corridor that physically and emotionally connects us to nature.

The urban forest, as a social resource, is a less tangible quality that must be defined by a series of processes. Trees help residents to define their neighborhood and its special character. The most popular request at the Parks Department is for tree pruning and planting. In many cases neighborhoods have organized to plant missing trees. The planting of trees fosters community spirit and helps some neighborhoods to rebuild their image and sense of identity. They also contribute to improved property values and reductions in the heat island effect, while helping decrease noise pollution.

Analysis of Needs

CURRENT INITIATIVES

On May 17, 2007, Arbor Day, Mayor Thomas M. Menino announced a new initiative called Growing Boston Greener (GBG). Growing Boston Greener is an initiative with an objective of planting 100,000 trees by the year 2020. The ultimate goal of this planting is to increase our current citywide canopy coverage from 28% to 35% by the year 2030. These 100,000 trees will be planted on city, state, and privately owned property. The task of planting all 100,000 trees has been assigned to the Boston Urban Forest Coalition (BUFC). The coalition is made up of non-profit, city, state, and federal organizations working to improve the urban forest ecosystem, public health, and the quality of life for Boston's residents.

Growing Boston Greener not only applies to planting new trees, but also to protecting trees that already provide canopy. Along with the partners in BUFC, the Parks Department is working to develop new ordinances that will better protect existing trees, both public and private. Currently all public shade trees are protected under Chapter 87 of the Massachusetts General Laws.

Analysis of Needs

THE NEXT FIVE YEARS

The Parks Department is the agency with regulatory and operational responsibilities for publicly-owned shade trees. The ability to develop policy and day-to-day management plans in the same office is a key part of the framework that helps ensure that the future of Boston is green.

Tree policy issues can be generally sorted into the following three categories:

- Statutory Responsibility and Regulations
- Inventory, Planting, and Maintenance
- Community Involvement and Programming

Based on these categories, the following sections summarize both city policy and recommendations that will be acted upon in the next five years.

Statutory Responsibility and Regulations
The Parks Commissioner is by statute (Chapter 87, Massachusetts General Laws) the Tree Warden of the city. Together with the Superintendent of Trees, the Commissioner is responsible for establishing a work plan for trees within the statutes and regulations that have already been established. The current draft of the Comprehensive Shade Tree Policy brings all regulations, technical specifications, operations, and programs together for review and adoption by the Parks Commission. By virtue of its mandate to maintain public shade trees, it is essential that the Parks Department be involved in all decision-making regarding planting and care of trees on public land by city agencies.

The continued support of Boston's Public Improvements Commission is key for continued communication between all of the city departments that manage land within Boston. This commission approves all development and construction projects that affect any street, road, or thoroughfare, including the public street trees thereon. For the Parks Department, our participation in the actions of this Commission allows us the power to mandate that public trees be protected and managed properly.

RECOMMENDATIONS

- Strengthen communication with other city agencies to help improve efficiency
- Develop stronger planting programs for residents to take more responsibility for the trees that are planted on and/or around their property

Analysis of Needs

- Increase penalties for removing public shade trees
- Continue to research and develop new and innovative policies to protect and build our overall urban tree canopy

Inventory, Planting, and Maintenance
Over the Parks Commission's 130-year history the tree inventory has been replenished through city budget expenditures on improvements to streets and parkland. With the exception of the Emerald Necklace, little historical data existed to substantiate a general sense among tree advocates that the inventory contains too few young trees relative to the percentage of mature trees. A visual inspection of streets provided subjective confirmation; however, the exact number, condition, and age of the canopy was still unknown.

Inventory
Given the importance of having a solid foundation of information, the Parks Department, in cooperation with state, federal, and local non-profits initiated a citywide Street Tree Inventory, an inventory of Franklin Park, and an inventory of Olmsted Park. With increasing competition for funding, the ability to identify critical problems quickly and efficiently has become crucial for the Parks Department. Through the use of inventory analysis, the city foresters can identify problems, or potential problems, easily and develop and implement precise and accurate management plans.

In the spring of 2004 the Parks Department in cooperation with the Boston Urban Forest Coalition (a coalition of City, State, Federal, and local non-profit/community groups that meet to further Boston's urban forest) began a citywide street tree inventory. The Greater Boston Urban Forest Inventory (GBUFI) took two years to complete and was administered by the Urban Ecology Institute (UEI). The inventory was funded through various state and federal grants that encouraged community involvement through the use of volunteers in cooperation with trained interns to complete the inventory.

The end result was a detailed inventory of approximately 37,000 street trees (excluding park trees) spread out over Boston. Along with this detailed information, a knowledgeable team of volunteers emerged who are aware and energized about improving our urban forest.

In conjunction with the Greater Boston Urban Forest Inventory, the Parks Department teamed up with BUFC and the US Forest Service to determine the percent canopy coverage for the city.

Analysis of Needs

Through a series of fly-overs, aerial photographs were taken and then analyzed using a software program developed by the US Forest Service called the Forest Opportunities Spectrum (FOS) and a canopy coverage of 28% was determined. With this baseline information, a canopy coverage goal was set at 35%. With a baseline canopy coverage established, city foresters now have a quantitative tool for measuring the growth or decline of the urban forest.

Through the FOS model and in cooperation with the Urban Ecology Institute, the Parks Department's Urban Forestry Unit has been able to identify how many acres of potential planting sites we have within the city limits. With this information, a more accurate plan for achieving a canopy goal can be devised.

Along with the street tree inventory and the FOS analysis, two of our major parks were inventoried as well. Franklin Park now has a management plan based on a tree-by-tree GPS inventory, and work is currently in progress for a plan for Olmsted Park.

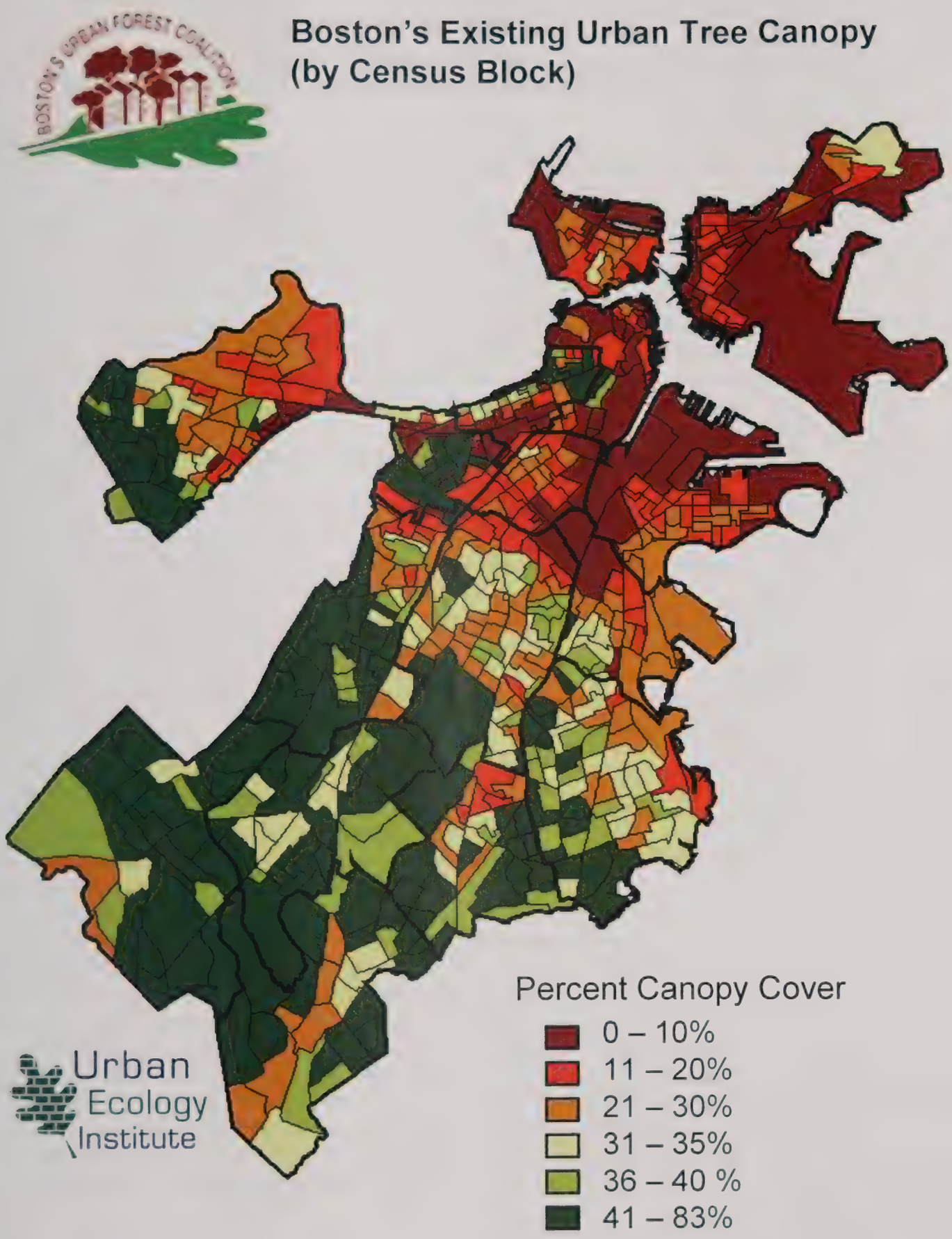
Planting

A major goal of Mayor Menino's Growing Boston Greener initiative is to spread the benefits of tree planting – heat-island effect-reduction, water quality and air quality improvements, increase in property values – to all neighborhoods, especially those with a lower percentage of tree canopy cover, thus making it an environmental justice initiative.

The other program the Parks Department has initiated over the last three years is the new lawn planting program. This program offers residents the option of having a tree planted on their property rather than in a sidewalk pit, provided the lawn planting adds to the streetscape (typically this means planting in the front lawn, or the yard with street frontage). This program was developed after the American's with Disabilities Act increased their minimum clearance for handicap accessibility from 3 feet to 4 feet, eliminating about 40% of the sidewalks in Boston from replanting (minimum 7-foot wide sidewalks are needed for street tree planting). By planting in a residential yard lawn, much more soil area and depth is available to the tree's roots, making such tree planting a more secure investment, as it increases the tree's viability and longevity.

Maintenance

The Maintenance Division's Urban Forestry Unit is responsible for the pruning and removal of all trees under the jurisdiction of the Parks Department. In addition they supervise specialized


Boston's Existing Urban Tree Canopy
(by Census Block)
BOSTON'S URBAN FOREST COALITION
Urban
Ecology
Institute
Percent Canopy Cover
0 – 10%
11 – 20%
21 – 30%
31 – 35%
36 – 40 %
41 – 83%

treatments for disease such as Dutch Elm Disease and respond to such emergencies as snowstorms and hurricanes. The Department will typically prune over 1,000 trees, remove nearly 500 trees, and answer over 500 emergency tree calls annually.

RECOMMENDATIONS

- Explore measures to increase the maintenance and planting capacity of the present workforce.
- Develop a citywide street tree, parkland, and private property planting and maintenance plan based on opportunities identified in the Forest Opportunities Spectrum (FOS) analysis to help meet the Growing Boston Greener 35% tree canopy coverage goal. Implement this goal through the Year 2020 100,000 trees planted objective, funded through city, state, federal, private, and non-profit sources.
- Integrate current work order software to utilize tree inventory data.
- Add GIS mapping capability to current management software.
- Implement management plans that have been developed for Franklin Park and Olmsted Park.
- Continue to inventory and develop management plans for city parks and public land.
- Develop a street-by-street pruning plan/rotation.
- Develop and implement a comprehensive urban forestry training program for Department staff.
- Seek private and public funding sources to supplement city allocations for planning, planting and maintenance under the Growing Boston Greener Initiative.

Community Involvement and Programming

The Department has outlined a new community forestry project which aims to provide Boston residents with straightforward information with regards to tree planting and care, basic ecology, and environmental ethics. The goal of this project is the development and practice of urban forestry by residents. This can be accomplished through a tangible and consistent public education program that enables communities to set planting and maintenance priorities, undertake local educational programs, and raise funds for local projects. The informational unit of the project includes development of a street tree brochure as well as planting and pruning doorknob hanger brochures. The Department has a website for its Street Trees/Urban Forestry unit, which is constantly updated: http://www.cityofboston.gov/parks/streettrees/.

Analysis of Needs

Public/private partnerships are a consistent ingredient in successful community-based environmental management programs. A balance is struck between what each partner offers to the whole, whether it is financial or social capital. The new community forestry effort will allow the Parks Department to direct its fiscal, technical, and physical resources towards supporting functioning groups. Efforts will also be directed towards building neighborhood capacity in neighborhoods that lack effective leadership. In order to use community participation to restore and maintain Boston's urban forest, the Department will sponsor educational programs to include seasonal tree walks, and lectures.

The Department also sponsors special programs in tree planting. Arbor Day has become an annual event in the Department's Urban Forestry Unit in cooperation with Boston's Urban Forest Coalition. The events target both children and adults and include community tree planting, tree walks, and tree care workshops in low canopy coverage neighborhoods (please see Urban Tree Canopy Map). Two hundred (200) trees were planted through such events in 2006 and 2007 alone.

RECOMMENDATIONS

- Continue participation with the Boston Urban Forest Coalition in Arbor Day planting and education events. Expand Arbor Day and other urban tree programming, including education for all ages.
- Support community efforts to establish partnerships to advocate for and support tree issues in Boston.
- Formalize a workshop series that provides technical support to neighborhood-based tree care and advocacy groups.
- Establish an educational strategy to acquaint citizens and public agency personnel, specifically Parks Department, Public Works, BRA, EDIC, and Boston Transportation Department, with basic Parks Department procedures for care of trees.
- Develop environmental education programs with an arboriculture focus for the Boston Public Schools.

Open Space Plan 2008-2014

Section 8
Goals & Objectives

SECTION 8: GOALS AND OBJECTIVES

INTRODUCTION

As we found in Section 6, the Community Vision, three primary Community Open Space Goals emerged:

- Protect and improve the existing system of open spaces throughout the city through capital rehabilitation, maintenance, programming, and other system operations to meet existing and new challenges placed on them as the city changes and grows.
- Create new opportunities for meeting open space needs through the city-building and neighborhood development processes.
- Protect the environmental resources of the open space system to enable the restoration and maintenance of their high quality and to reduce the costs of mitigating adverse consequences.

What we found through Section 7, the Analysis of Needs, is that these three goals were supported by the needs that were identified by community, advocates, officials, and professionals.

Therefore, we have adopted them as the goals of the Open Space and Recreation Plan. In this section, we present the results of the development of objectives that aim to help the City of Boston achieve these goals.

Further, two additional goals were developed, based on the Analysis of Needs, Section 7, which are "means-oriented;" i.e., these goals are means to achieve the three "ends-oriented" goals described above. These goals will be described below after the presentation on the first three goals.

Goals & Objectives

GOAL: SUSTAIN AND IMPROVE THE EXISTING OPEN SPACE SYSTEM
The citizens of Boston should continue to enjoy clean, safe, accessible, attractive, and actively used parks and open spaces in the existing system.

The City of Boston will continue to seek, not only from its own work force, but also from other contracted providers, an ever-increasing commitment to high quality, maintainable designs and construction for its historic parks and modern play facilities. In addition, for the next five years the City will enhance properties in its public open space and park system – including such resources as boulevards, medians, streetscapes, greenways, urban wilds, community gardens, cemeteries, and the waterfront. The Parks Department will continue to refine its field-based definition of a consistent standard of maintenance, and will work with others such as property owners to maximize operating and capital funds for this standard.

The objectives for the above goal are to:

- Continue and improve the cyclical rehabilitation of and re-investment in the historic and present-day park and open space system. Reinforce cycles for capital funding reinvestment in the park and open space system.
- Maintain facilities and resources at existing or improved levels through the Quality Control Program, interagency coordination, and constituent-based work plans.
- Update management plans for selected parks where needed due to changing conditions.
- Strengthen the implementation of maintenance and operation plans for the Emerald Necklace park system.
- Improve the training program and other ongoing educational opportunities which commit to the further development of the professional and skilled workforce.
- Sustain City-owned historic burying grounds, active cemeteries, and urban wilds through the regular maintenance commitment of the Parks and Recreation Department, the use of in-house program coordinators, Boston Youth Fund maintenance crews, and community volunteer groups.
- Coordinate and cooperate with others concerning the maintenance of open spaces not owned by the Parks Department such as Emerald Necklace properties under Brookline and DCR jurisdiction, schoolyards, community gardens, and planted medians.

Goals & Objectives

- Inventory trees citywide and design a planting and maintenance program to replenish and add to the tree inventory; coordinate with other agencies affecting tree care and longevity.
- Use "green" techniques in on-going maintenance, operations, and capital improvement projects and practices, including plant materials, recycled materials, and energy-efficient materials and processes.

Goals & Objectives

GOAL: REALIZE THE POTENTIAL OF A DYNAMIC, INTEGRATED OPEN SPACE SYSTEM WITHIN THE URBAN FRAMEWORK

The City of Boston should create or take advantage of potential opportunities to advance the open space system as a way to promote its citizens' health and well-being within the total framework of geographic economic competitiveness.

In a dynamic city like Boston, there are daily decisions made to invest or disinvest in land assets. Potential opportunities arise to realize open space visions out of both types of decisions as well as the insights of those who appreciate the intrinsic worth of resources.

The Parks Commission has adopted an acquisition policy to allow for the expansion of the open space inventory under its care, custody, and control to:

- respond to the demand for facilities;
- protect scenic areas and establish buffer zones;
- close gaps in the open space system; and
- protect natural and cultural landscape resources.

As detailed in the policy, acquisition of a proposed property will be considered only when there is a demonstrated community need, an environmental and open space analysis recommends its inclusion in the city system, and a financial strategy provides for its long-term stewardship and maintenance.

In addition to acquisition through purchase and transfer, planning will be needed to inform acquisition decisions and urban development decision-making. Leadership and participation in various planning processes to secure more and better-integrated open space will ensure the city's livability and economic attractiveness.

The objectives for the above goal are to:

- Continue the process for evaluating potential open space acquisitions as set up by the City's acquisition policy.
- Continue the yearly capital appropriation in the City budget for the Mayor's Open Space Acquisition Fund.
- Create a strategic planning process to identify the public and private vacant lands available and appropriate for inclusion in the open space system in accordance with the acquisition policy. Develop a community participation process for determining support for including proactively selected candidate parcels into the open space system.

- Work with the Boston Centers for Youth and Families (BCYF) to plan for outdoor facilities to support their programming and the league-based and community-based recreation programs and events.
- Work with other City agencies to develop neighborhood linear open space networks to protect existing linear facilities and to nurture and develop proposed facilities. Work with other municipalities and the DCR on inter-municipal/regional facilities.
- Engage where needed in multi-jurisdictional projects to create regional open space systems that benefit Boston's residents. Work with other municipalities and the DCR on inter-municipal/regional facilities.
- Work with transportation agencies and stakeholders to increase access to key regional open spaces or open space nodes such as the Heart of the City (Arnold Arboretum, Forest Hill Cemetery, Franklin Park, and Boston Nature Center) not only by motor vehicles, but also by mass transit, walking, bicycling, and other non-motorized modes.
- Advocate for the inclusion of open space concerns in land use decision-making in the city, given the strategic importance of open space in economic growth processes. Coordinate the open space aspects of urban development projects with the city, BRA, state, and federal planning, open space, housing, transportation, and public works agencies; complement and improve the existing open space system through input into public benefit packages and mitigation measures.
- Support the creation of land trusts and other innovative models such as Memoranda of Understanding (MOUs) and license agreements to protect open space through partnerships, fundraising, and land banking. Support existing groups like the Boston Natural Areas Network, the South End/Lower Roxbury Open Space Land Trust, and the Trust for Public Land which are currently engaged in such activities.

Goals & Objectives

GOAL: PROTECT, RESTORE, AND IMPROVE THE ENVIRONMENTAL BASE OF THE OPEN SPACE SYSTEM
Enhancing the livability and quality of life in Boston's neighborhoods and downtown through environmental improvements in the open space system will go hand-in-hand with improving their economic vitality.

The City must nurture both its economy and its environment in an interactive, complementary fashion. Cleaner waters, greener streets and parks, purer air, healthier natural ecosystems: this environmental development will result in a more beautiful, economically vibrant city. Such an environmental development model will make nature an integral part of urban development, complementing Boston's achievements in architecture and urban design. Balanced development, both economic and environmental, will continue to give Boston a competitive advantage regionally and nationally as a place to live and work.

The objectives for the above goal are to:

- Protect City-owned urban wilds and other natural areas from development, encroachment, and uses that degrade their natural character. Advocate for the long-term protection and stewardship of non-city publicly and privately owned urban wilds and other natural areas. Acquire through transfer or purchase urban wilds and natural areas where community support and administrative capabilities warrant protection of highly valued natural resources and ecosystems/habitats.
- Manage and maintain city-owned urban wilds and other natural areas to facilitate public access and promote ecological values. Promote the use of city-owned urban wilds and other natural areas for passive recreation, environmental education, and other uses in keeping with their natural character. Develop administrative, fiscal, and programmatic resources to ensure ongoing, long-term maintenance and management of city-owned urban wilds and other natural areas.
- Develop and implement an urban tree and forest management and development plan (of which the Emerald Necklace Woodlands Program is a sub-set) which treats the city's trees as a part of the capital infrastructure that ensures a quality environment (air, visual, climate, and wildlife).
- Work with city, state, and federal agencies to improve the natural resources of our open space system, especially our vulnerable water bodies. Continue to coordinate decision-making of the Parks Commission and the Conservation

Commission through the Parks Commissioner's representation on the Conservation Commission.

- Review and analyze proposed plans and developments for environmental impact, with specific attention to open space; for unavoidable impacts, work toward the most effective and feasible means of mitigation; where feasible, work with project proponents to incorporate enhancements to the open space system as part of the project.
- Work with other municipal and regional jurisdictions to improve ecological systems shared by them and Boston, using watershed protection principles and regional projects such as greenways as a basis for cooperation.

Goals & Objectives

GOAL: COORDINATE OPEN SPACE PROVISION FOR MAXIMUM COMMUNITY BENEFIT
All public open space efforts should be coordinated in such a way as to maximize the benefits for the community at large.

The Parks Commission, the board overseeing the protection of open space in the city regardless of ownership, provides the policy precedent for a coordinated, coherent open space system.

The objectives for the above goal are to:

- Advocate the idea of a single open space system regardless of ownership or physical attributes.
- Continue the integration of cemeteries, urban wilds, streetscapes, community gardens, public housing open spaces, and major public school campuses into mainstream parks operations and programming.
- Continue to maintain all responsibility for city tree planting and maintenance under the Parks Department.
- Encourage public policies and actions that are consistent with the city Open Space Plan such as agency area plans, zoning, conservation legislation, regulatory decision-making, and easements. Continue to consult with the Parks Department through its professional staff (horticulture, landscape architecture, engineering, arboriculture, historic preservation, and planning) during the planning, design, and construction process on all projects which will, or have the potential to, come under the care, custody, or control of the Parks Department, or which have open space impacts (positive or adverse) on the city.
- Participate in multi-agency planning initiatives such as the Roxbury Strategic Master Plan, etc., to insure the maximum feasible protection and benefit for open spaces in the city.

Goals & Objectives

GOAL: DEVELOP A NETWORK OF RESOURCES TO SUPPORT A FISCALLY STABLE OPEN SPACE SYSTEM

A menu of alternative sources of income, both monetary and in-kind, will continue to be sought without over-commercializing or denying access to parkland and facilities.

Within the larger economic context, parks and recreation budgets have historically fluctuated with the cyclical nature of the public budgeting process. To minimize the effects of these boom and bust cycles, advocacy and active participation by the public must be consistent and coordinated. A variety of partnerships and volunteer programs on neighborhood, citywide, and corporate levels shall continue to be developed in order to supplement and support annual budgetary allocations.

The cultivation of partnerships is an important process for the city's open space system. Through partnerships of various sorts, the community is constantly informing the capital and planning processes. These partnerships often form the basis for community-generated events in the parks that thereby strengthen neighborhoods. The Park Partner Program generates better communications with the Parks Department and should be continued, as should friends groups, corporate sponsorships, and individual legacy gifts.

The objectives for the above goal are to:

- Continue to expand the Parks Department Public/Private Partnerships Program to include all groups that have a relationship of partnership or volunteerism associated with parks and open spaces in Boston.
- Maximize corporate, foundation, and government grant support for programs and capital improvements.
- Continue to capitalize city park maintenance equipment to alleviate pressure on annual operating budgets.
- Coordinate state and city maintenance to mitigate the adverse effects of any boom and bust cycle.
- Support the existing public and private programs dedicated to the care of specific areas of the park system such as the Adopt-a-Statue program, the Park Ranger program, and the Neighborhood Tree program; encourage the creation of other public and private open space enhancement programs.

Open Space Plan 2008-2014

Section 9
Seven-Year
Action Plan

SECTION 9: SEVEN-YEAR ACTION PLAN

INTRODUCTION

Section 8 presented the plan's goals and objectives. In Section 9, we present selected priority actions of citywide significance that support the accomplishment of these goals and objectives. Agencies responsible for initiating or monitoring progress on an action are identified as well as desired target dates for the accomplishment of the action. The selected priority actions below are denoted by a checkmark. Other actions are presented throughout the Analysis of Needs, Section 7.

At the end of this section, we present the anticipated capital spending plan for the fiscal years 2006-2014 for the Boston Parks and Recreation Department. For the ease of community members looking for information, proposed projects are organized by neighborhood and then alphabetically by the facility's name. It is important to note that many of the maintenance facilities referenced in the capital plan will benefit other parks and other neighborhoods as well.

Seven-Year Action Plan

GOAL: SUSTAIN AND IMPROVE THE EXISTING OPEN SPACE SYSTEM

- Continue and improve re-investment in the park and open space system.
  Actions:
  - ✓ *Fund and implement the City of Boston Parks and Recreation Department Capital Spending Plan for FY08-12.*
    Parks Department, ongoing to 2014. FY06-14 Capital Spending Plan is shown at the end of this chapter.
  - ✓ *Fund and implement the capital spending plan approved by the Legislature and signed by the Governor for the rehabilitation of critical state park facilities throughout Massachusetts, and especially those located in Boston. Complete the harbor beaches restoration by DCR.*
    General Court, Governor, Department of Conservation and Recreation. Ongoing to 2014.
  - ✓ *Continue the restoration of Franklin Park to support its increasing use.*
    Parks Department, ongoing to 2014
- Maintain facilities and resources at existing or improved levels.
  - ✓ *Continue to fund Parks Department operating budgets at levels needed to sustain the physical infrastructure of the park system.*
    City Council, Mayor, Office of Budget Management, Parks Department, ongoing to 2014
- Update management plans for selected parks where needed due to changing conditions.
  - ✓ *Continue to develop Franklin Park plans for woodlands, transportation and access, and events.*
    Parks Department, ongoing to 2014.
- Sustain city-owned historic burying grounds, active cemeteries, and urban wilds.
  - ✓ *Continue successful collaboration between the Boston Natural Areas Network Youth Conservation Corps summer youth program and the Boston Urban Wilds Initiative.*
    Parks Department, ongoing to 2014.

City of Boston
Action Plan
August 2007

Thomas M. Menino, Mayor

Prepared by the Design & Construction Unit
Boston Parks & Recreation Department

Antonia M. Pollak, Commissioner

Seven-Year Action Plan

- Coordinate and cooperate with others concerning the maintenance of open spaces not owned by the Parks Department such as Emerald Necklace properties under Brookline and DCR jurisdictions, schoolyards, community gardens, and planted medians.
    - ✓ *Continue working with maintenance partners and others to develop and implement coordinated work plans as needed for maintenance of these open space facilities.*
      Parks Department, Brookline Public Works Department, Massachusetts Department of Conservation and Recreation (DCR), the Boston School Department (BPS), the Boston Department of Neighborhood Development (DND), the Boston Public Works Department (PWD), Boston Natural Areas Network (BNAN), and others, ongoing to 2014.
- Inventory trees citywide and design a planting and maintenance program to replenish and add to the tree inventory; coordinate with other agencies affecting tree care and longevity.
    - ✓ *Continue to play a leading role in the Boston Urban Forest Coalition, while refining the on-going city public tree inventory.*
      Parks Department, ongoing to 2014.
- Use "green" techniques in on-going maintenance, operations, and capital improvement projects and practices, including plant materials, recycled materials, and energy-efficient materials and processes.
    - ✓ *Continue to research and incorporate sustainable green techniques and materials in capital improvement projects, and maintenance and operations practices.*
      Parks Department, ongoing to 2014.

Seven-Year Action Plan

GOAL: REALIZE THE POTENTIAL OF A DYNAMIC, INTEGRATED OPEN SPACE SYSTEM WITHIN THE URBAN FRAMEWORK

The objectives for the above goal are to:

- Continue the process for evaluating potential open space acquisitions as set up by the city's acquisition policy. Continue to staff the acquisition program and the deliberations of the Boston Open Space Acquisition Advisory Committee.
    - ✓ *Review the acquisition policy as needed to update to current and anticipated conditions.* Parks Department, ongoing to 2014.
- Continue the yearly capital appropriation in the city budget for the Mayor's Open Space Acquisition Fund.
    - ✓ *Support annual open space acquisition fund budget as part of city capital budget.* City Council, Mayor, Office of Budget Management, Environment Department, Parks Department, ongoing to 2014
- Create a strategic planning process to identify the public and private vacant lands available and appropriate for inclusion in the open space system in accordance with the acquisition policy. Develop a community participation process for determining support for including proactively selected candidate parcels into the open space system.
    - ✓ *Participate in the Vacant Land/Neighborhood Sustainability process as one vehicle for addressing this objective.* Parks Department, Boston Redevelopment Authority, Department of Neighborhood Development, ongoing to 2014.
    - ✓ *Develop and use the BPRD-designed, GIS-based Parcel Prioritization Model to systematically evaluate and prioritize the acquisition potential of available vacant parcels for inclusion in the city's public open space system.* Parks Department, ongoing to 2014

Seven-Year Action Plan

- Work with the Boston Centers for Youth and Families (BCYF) to plan for outdoor facilities to support their programming and community based recreation programs and events.
    - ✓ *Develop project goals, objectives and work plan; implement work plan; prepare report of findings.*
      Parks Department, Boston Centers for Youth and Families, 2012.
- Work with other city agencies to develop neighborhood linear open space networks and facilities and to protect existing networks and facilities. Work with other municipalities and the DCR on inter-municipal/regional facilities.
    - ✓ *Advocate for linear open space systems such as the East Coast Greenway, the East Boston Greenway extension, the Chelsea Creek greenway, East Boston Harbor Park along the Inner Harbor, Inner Green Ring (RFK Greenway to South Bay Harbor Trail to Melnea Cass Boulevard to Connecting the Corridors Project, to Charles River Esplanade and back to RFK Greenway), green trails/streets network in Allston-Brighton, extension of the Neponset Greenway into Mattapan and Hyde Park, and elsewhere as identified in the Greenways, Trails, and Bikeways section of this Open Space Plan. Coordinate with all involved parties to achieve these systems.*
      Parks Department, Boston Transportation Department, Boston Bicycle Program, ongoing to 2014.
- Engage where needed in multi-jurisdictional projects to create regional open space systems that benefit Boston's residents. Work with other municipalities and the DCR on inter-municipal/regional facilities.
    - ✓ *Work with DCR and NPS on planning and management of the Boston Harbor Islands National Recreation Area.*
      Parks Department, Boston Redevelopment Authority, Environmental Services Cabinet, ongoing to 2014.
    - ✓ *Work with the BRA, Massport, and others to create a full-range open space system for the developing South Boston Seaport area.*
      Parks Department, ongoing to 2014.

Seven-Year Action Plan

- Advocate for the inclusion of open space concerns in land use decision-making in the city, given the strategic importance of open space in economic growth processes. Coordinate the open space aspects of urban development projects with the city, BRA, state, and federal planning, open space, housing, transportation, and public works agencies; complement and improve the existing open space system through input into public benefit packages and mitigation measures.
    - ✓ *Work with the BRA and the community to achieve new levels of open space delivery, including new spaces, in institutional expansions such as at Harvard University in Allston, and Boston College in Brighton.*
      Parks Department, Boston Redevelopment Authority, ongoing to 2014.
    - ✓ *Work with the BRA, Massachusetts Department of Transportation (MADOT), BTD, and community interests to protect and enhance open space opportunities in affected neighborhoods through the planning, permitting, and development of the Urban Ring transit project.*
      Parks Department, Boston Redevelopment Authority, MADOT, BTD, ongoing to 2014.
- Support the creation of land trusts and other innovative models such as Memoranda of Understanding (MOUs) and license agreements to protect open space through partnerships, fundraising, and land banking. Support existing groups like the Boston Natural Areas Network, the South End/Lower Roxbury Open Space Land Trust, and the Trust for Public Land which are currently engaged in such activities.
    - ✓ *Maintain database of existing MOUs, MOAs, agreements, etc. to provide models for future such arrangements, and to assist in management.*
      Parks Department, ongoing to 2014.

Seven-Year Action Plan

GOAL: PROTECT, RESTORE, AND IMPROVE THE ENVIRONMENTAL BASE OF THE OPEN SPACE SYSTEM
The objectives for the above goal are to:

- Protect city-owned urban wilds and other natural areas from development, encroachment, and uses that degrade their natural character. Advocate for the long-term protection and stewardship of urban wilds and other natural areas not owned by the City. Acquire through transfer or purchase urban wilds and natural areas where community support warrants the protection of highly valued natural resources and ecosystems/habitats.
    - ✓ *Transfer the Mattahunt Woods I urban wild in Mattapan to the Boston Conservation Commission.*
      Environment Department (Conservation Commission), Department, Public Facilities Commission, 2008.
- Manage and maintain city-owned urban wilds and other natural areas to facilitate public access and promote ecological values. Promote the use of city-owned urban wilds and other natural areas for passive recreation, environmental education, and other uses in keeping with their natural character. Develop administrative, fiscal, and programmatic resources to ensure ongoing, long-term maintenance and management of city-owned urban wilds and other natural areas.
    - ✓ *Complete design and implement the Geneva Avenue Cliffs urban wild capital improvement project to increase site usability by the general public.*
      Parks Department, Environment Department (Conservation Commission), 2008.
    - ✓ *Partner with BNAN and the Student Conservation Association (SCA) on summer youth crew projects to improve trail access and restore site ecology at Allandale Woods Urban Wild in West Roxbury/Jamaica Plain. Create a trail map and brochure to increase awareness and positive use of this site.*
      Parks Department, Environment Department (Conservation Commission), ongoing to 2014.

Seven-Year Action Plan

- Develop and implement an urban tree and forest management and development plan (of which the Emerald Necklace Woodlands Program is a sub-set) which highlights the city's trees as a part of the capital infrastructure that ensures a quality environment (air, visual, climate, and wildlife).
    - ✓ *Implement the Growing Boston Greener Initiative, working with the Chief Environmental Services Officer and the Boston Urban Forest Coalition. Achieve the 35% canopy coverage goal while distributing the benefits in an environmentally equitable fashion throughout all the neighborhoods.*
      Parks Department, Environmental Services Cabinet, Boston Urban Forest Coalition, ongoing to 2014.
- Work with city, state, and federal agencies to improve the natural resources of our open space system, especially our vulnerable water bodies. Continue to coordinate decision-making of the Parks Commission and the Conservation Commission through the Parks Commissioner's representation on the Conservation Commission.
    - ✓ *Monitor post-mitigation conditions at the Gladeside I urban wild in Mattapan, and plant additional native wetland vegetation as needed.*
      Parks Department, ongoing to 2014.
- Review and analyze proposed plans and developments for environmental impact, with specific attention to open space; work toward the most effective and feasible means of mitigation; where feasible, work with project proponents to incorporate enhancements to the open space system as part of the project.
    - ✓ *As part of the Article 80 process, review and analyze institutional expansion plans of Harvard University in Allston, and Boston College in Brighton, for environmental and open space impacts; critique mitigation and enhancement plans as appropriate.*
      Parks Department, Boston Redevelopment Authority, ongoing to 2014.

- ✓ *As part of the Article 80 process, review and analyze plans of the Seaport Square development project in the South Boston Seaport area for environmental and open space impacts; develop mitigation and enhancement plans as appropriate.*
  Parks Department, Boston Redevelopment Authority, ongoing to 2014.

- Work with other municipal and regional jurisdictions to improve ecological systems shared by them and Boston, using watershed protection principles and regional projects such as greenways as a basis for cooperation.
  - ✓ *Continue pre-implementation actions for the construction phase of the Muddy River Restoration Project. Support USA COE management of the construction phase of the project.*
    Parks Department, Boston Water and Sewer Commission, Town of Brookline Department of Public Works, Massachusetts Executive Office of Energy and Environmental Affairs, and US Army Corps of Engineers, ongoing to 2014.

Seven-Year Action Plan

GOAL: COORDINATE OPEN SPACE PROVISION FOR MAXIMUM COMMUNITY BENEFIT

The objectives for the above goal are to:

- Advocate for the realization of a single open space system regardless of ownership or physical attributes.
  - ✓ *Prepare a seven-year citywide Open Space Plan that includes all spaces regardless of ownership, and proposes the coordinated development of the entire open space system.*
    Parks Department, ongoing to 2014.
- Continue the integration of cemeteries, urban wilds, streetscapes, community gardens, public housing open spaces, and major public school campuses into mainstream parks operations and programming.
  - ✓ *Continue the Historic Burying Grounds Initiative, the Urban Wilds Initiative, and the maintenance of major public school campuses as part of the Parks and Recreation Department's operations.*
    Parks Department, Office of Budget Management, ongoing to 2014.
  - ✓ *Continue to provide maintenance services to the city's independent community gardens.*
    Parks Department, ongoing to 2014.
- Continue to maintain all responsibility for city tree planting and maintenance under the Parks Department.
  - ✓ *Lead and implement the Growing Boston Greener Initiative to increase the urban tree canopy, and spread its benefits more evenly throughout the city.*
    Parks Department, ongoing to 2014.
  - ✓ *Continue street tree and park tree maintenance through in-house crews and outside contractors under the control of Parks and Recreation Department.*
    Parks Department, ongoing to 2014.

- Encourage public policies and actions that are consistent with the city Open Space Plan such as agency area plans, zoning, conservation legislation, regulatory decision-making, and easements. Continue to consult with the Parks Department through its professional staff (horticulture, landscape architecture, engineering, arboriculture, historic preservation, and planning) during the planning, design, and construction process on all projects which will, or have the potential to, come under the care, custody, or control of the Parks Department, or which have major open space impacts on the city.
    - ✓ *Staff the Parks and Recreation Department with in-house planners who will participate in city-building and open space preservation planning processes on a consistent basis so as to advocate for developments consistent with the Open Space Plan.*
      Parks Department, Office of Budget Management, ongoing to 2014.
    - ✓ *Continue consulting with the Parks Department professional staff whenever development projects potentially involve open space resources.*
      Parks Department, other city, state, and federal agencies, non-profit and for-profit private organizations, ongoing to 2014.
- Participate in multi-agency planning initiatives such as the Columbia Point Master Plan, Roxbury Strategic Master Plan, etc., to insure the maximum feasible protection and benefit for open spaces in the city.
    - ✓ *Work with the BRA and MTA on developing an open space system as Turnpike air rights are developed along the right-of-way.*
      Parks Department, Boston Redevelopment Authority, Massachusetts Turnpike Authority, ongoing to 2014.
    - ✓ *Work with the BRA, BTD, MBTA, and others to develop and implement a plan for the Forest Hills area (Jamaica Plain/Roslindale) to improve traffic flows, develop vacant parcels, and provide open space and non-motorized transportation ways for this highly active urban node where Franklin Park, the Arnold Arboretum, the Arborway, and the Southwest Corridor Park meet. Integrate the non-motorized transportation ways with the bike*

routes suggested by the Roslindale Strategic Master Plan.
Parks Department, Boston Redevelopment Authority, Boston Transportation Department, ongoing to 2014.

- ✓ *Work with the BRA, BTD, MBTA, and others to develop and implement a master plan for the Columbia Point area (Dorchester, near South Boston) to improve traffic flows, develop vacant parcels, and provide open space and non-motorized transportation ways for this highly active urban node where the University of Massachusetts/Boston and other institutions, the Harborwalk, and the regional transportation corridors meet. Integrate the proposed non-motorized transportation ways with the bike routes suggested by the BTD Boston Bicycle Plan and future bicycle planning efforts by the Boston Bikes Program.*
  Parks Department, Boston Redevelopment Authority, Boston Bikes Program, Boston Transportation Department, ongoing to 2014.

Seven-Year Action Plan

GOAL: DEVELOP A NETWORK OF RESOURCES TO SUPPORT A FISCALLY STABLE OPEN SPACE SYSTEM
The objectives for the above goal are to:

- Continue to expand the Parks Department Public/Private Partnerships Program to include all groups that have a relationship of partnership or volunteerism associated with parks and open spaces in Boston.
    - ✓ *Maintain the staff and associated operating funding for the Public/Private Partnership Program.*
      Parks Department, Office of Budget Management, ongoing to 2014.
- Maximize corporate, foundation, and government grant support for programs and capital improvements.
    - ✓ *Continue to apply for capital improvement grants, such as the federal Land and Water Conservation Fund, the state Self-Help and Urban Self-Help Programs, and the federal-state Transportation Enhancements Program.*
      Parks Department, ongoing to 2014.
    - ✓ *Investigate the feasibility and cost/benefit ratio of hiring grantsman staff for increased corporate and foundation fundraising*
      Parks Department, Office of Budget Management, 2011
- Continue to capitalize city park maintenance equipment to alleviate pressure on annual operating budgets.
    - ✓ *Continue use of solar-powered trash barrels/compactors in selected parks as way to reduce fuel and labor costs of trash collection.*
      Parks Department, ongoing to 2014.
- Coordinate state and city maintenance to mitigate the adverse effects of any boom and bust cycle.
    - ✓ *Continue consultation meetings between the Boston Parks and Recreation Department Commissioner and the Massachusetts Department of Conservation and Recreation Commissioner on maintenance and operations issues.*
      Parks Department, Department of Conservation and Recreation, ongoing to 2014.

Seven-Year Action Plan

- Support the existing public and private programs dedicated to the care of specific areas of the park system such as the Adopt-a-Statue program, the Boston Park Ranger program, and the Neighborhood Tree program; encourage the creation of other public and private open space enhancement programs.
    - ✓ *Make ongoing the city budget appropriation for permanent Boston Park Ranger employees so as to insure experienced policing and stewardship of the park system.*
      Parks Department, Office of Budget Management, ongoing to 2014.

City of Boston Parks & Recreation Department Capital Spending Plan FY06-14

Project Name	Neighborhood		City Capital Funds, Existing & Anticipated Authorization, and External Funds FY06-14
Brighton Square Park	Allston-Brighton	$	515,000
Cassidy Field House	Allston-Brighton	$	330,000
Evergreen Cemetery	Allston-Brighton	$	550,000
Portsmouth Playground	Allston-Brighton	$	645,000
Rogers Park	Allston-Brighton	$	25,000
Smith Field	Allston-Brighton	$	289,000
Boston Common	Back Bay/Beacon Hill	$	515,000
Boston Common Brewer Fountain	Back Bay/Beacon Hill	$	672,000
Boston Common, Deer Park	Back Bay/Beacon Hill	$	510,000
Boston Common, Visitor Information Center	Back Bay/Beacon Hill	$	1,525,000
Clarendon Street Playground	Back Bay/Beacon Hill	$	138,600
Phillips Street Park	Back Bay/Beacon Hill	$	500,000
Public Garden, Comm Ave. Mall	Back Bay/Beacon Hill	$	835,000
Statler Park	Back Bay/Beacon Hill	$	470,000
Barry Playground	Charlestown	$	809,000
Charlestown High School Athletic Complex	Charlestown	$	3,416,000
Cook Street Playground	Charlestown	$	300,000
John Harvard Mall	Charlestown	$	225,000
Ryan Playground	Charlestown	$	700,000
Rutherford-Union Playground	Charlestown	$	652,317
Winthrop Square III	Charlestown	$	251,200
Liberty Tree Park	Chinatown	$	130,000
Cutillo Playground	Central Boston	$	278,256
DeFilippo Playground	Central Boston	$	345,000
Bryne Playground	Dorchester	$	385,000
Martin Playground	Dorchester	$	400,000
McConnell Playground	Dorchester	$	201,000
Quincy Stanley Playground	Dorchester	$	350,000
Ripley Playground	Dorchester	$	725,000
Roberts Playground	Dorchester	$	3,500,000
American Legion Field House	East Boston	$	410,000
American Legion Playground	East Boston	$	3,000,000
East Boston Stadium	East Boston	$	12,000,000
LoPresti Playground	East Boston	$	75,000
Noyes Playground	East Boston	$	300,000
Sumner and Lamson Playground	East Boston	$	435,000

[For the ease of community members looking for information, these projects are organized by neighborhood and then alphabetically by the facilities' name. It is important to note that many of the maintenance facilities benefit other parks and other neighborhoods as well.]

Seven-Year Action Plan

City of Boston Parks & Recreation Department Capital Spending Plan FY06-14

Project Name	Neighborhood		City Capital Funds, Existing & Anticipated Authorization, and External Funds FY06-14
Back Bay Fens	Fenway/Kenmore	$	220,000
Back Bay Fens Pedestrian Bridges	Fenway/Kenmore	$	250,000
Muddy River	Fenway/Kenmore	$	84,973,694
Fairview Cemetery Garage Building	Hyde Park	$	667,000
George Wright Golf Course	Hyde Park	$	400,000
George Wright Golf Course Clubhouse	Hyde Park	$	2,844,340
George Wright Golf Course II	Hyde Park	$	515,095
George Wright Maintenance Building	Hyde Park	$	1,300,000
Brewer Burroughs Playground	Jamaica Plain	$	350,000
Jamaica Pond	Jamaica Plain	$	1,900,000
Mozart Playground	Jamaica Plain	$	532,500
Pinebank	Jamaica Plain	$	750,000
Rossmore-Stedman Park	Jamaica Plain	$	357,000
South Street Mall	Jamaica Plain	$	353,000
Harambee Park	Mattapan	$	742,000
Hunt/Almont Playground	Mattapan	$	290,000
Walker Playground Synthetic Turf Field	Mattapan	$	2,200,000
Fallon Field	Roslindale	$	100,000
Mt. Hope Cemetery Chapel	Roslindale	$	619,800
Ceylon Park	Roxbury	$	2,000,000
Dennis Street Park	Roxbury	$	585,500
Franklin Park	Roxbury	$	275,000
Franklin Park Admin Building Interior	Roxbury	$	1,972,820
Franklin Park Greenhouse Construction	Roxbury	$	520,000
Franklin Park Maintenance Garage	Roxbury	$	1,300,000
Franklin Park Maintenance Yard Utilities	Roxbury	$	2,215,600
Franklin Park Maintenance Yard Utilities Phase II	Roxbury	$	1,595,000
Franklin Park Ranger B-Barn	Roxbury	$	375,000
Franklin Park Ranger Facility Study	Roxbury	$	120,000
Highland Park	Roxbury	$	250,000
Jeep Jones Park	Roxbury	$	750,000
Laviscount Park	Roxbury	$	375,000
Madison Park High School Field	Roxbury	$	600,000
Mt. Pleasant Street Park	Roxbury	$	545,000
St. James Street Park	Roxbury	$	335,000
William Devine Golf Course	Roxbury	$	560,000
Winthrop Playground	Roxbury	$	290,000
Joe Moakley Park Softball Diamond	South Boston	$	71,800
Christopher Lee Playground (M St.)	South Boston	$	580,000

Seven-Year Action Plan

City of Boston Parks & Recreation Department Capital Spending Plan FY06-14

Project Name	Neighborhood		City Capital Funds, Existing & Anticipated Authorization, and External Funds FY06-14
Blackstone/Franklin Squares Fountains	South End	$	485,700
Carter Playground	South End	$	853,000
Chester Square	South End	$	500,000
Childe Hassam Park	South End	$	300,000
Hayes Playground	South End	$	220,000
Monsignor Reynolds Playground	South End	$	299,000
Peters Park	South End	$	1,073,000
South End Library Park	South End	$	30,000
Union Park	South End	$	255,000
Union Park Street Playground	South End	$	179,000
Draper Playground	West Roxbury	$	515,000
Hynes Playground	West Roxbury	$	625,000
Court Renovations II	Various neighborhoods	$	2,410,000
Hazardous Remediation	Various neighborhoods	$	453,250
Rock Climbing Program	Various neighborhoods	$	107,000
Water Spray Feature	Various neighborhoods	$	225,000
Ball Field Floodlighting	Citywide	$	350,000
Ball Field Improvements	Citywide	$	855,000
General Parks Improvements	Citywide	$	1,795,708
Historic Cemeteries	Citywide	$	660,000
Irrigation Systems	Citywide	$	222,000
Park Equipment	Citywide	$	910,000
Playlots	Citywide	$	600,000
Storage Shed Installations	Citywide	$	84,000
Street Tree Planting	Citywide	$	1,500,000
Artificial Turf Rehabilitation	Citywide	$	250,000
Urban Wilds Renovations	Citywide	$	590,000

Seven-Year Action Plan

External Funds-Assisted Projects

Project Name	Neighborhood		External Funds Amount FY06-14
Brighton Square Park	Allston-Brighton	$	365,000
Boston Common, Brewer Fountain	Back Bay/Beacon Hill	$	300,000
Cutillo Playground	Central Boston	$	50,406
Barry Playground	Charlestown	$	469,220
Ryan Playground	Charlestown	$	150,000
Ripley Playground	Dorchester	$	435,000
Harambee Park	Mattapan	$	225,000
George Wright Golf Course Clubhouse	Roslindale	$	59,340
Dennis Street Park	Roxbury	$	319,000
Jeep Jones Park	Roxbury	$	450,000
Childe Hassam Park	South End	$	100,000
Peter's Park	South End	$	320,000
Ringgold Park	South End	$	75,000
Union Park	South End	$	30,000
Muddy River	Various neighborhoods	$	75,703,056

Open Space Plan 2008-2014

Section 10
Public Comments

CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

November 2007

Commissioner Antonia Pollak
Boston Parks & Recreation
1010 Massachusetts Avenue
Boston, MA 02118

Dear Commissioner Pollak:

Our goal is to provide each and every citizen with green, clean and safe open space throughout the City. The Open Space Plan, which I wholeheartedly support, provides us with an opportunity to listen to those we serve, and to respond.

Expanding sports programs, new technology, an increase in demand for space, and environmental changes provide a unique challenge in managing any park system. As our city continues to change and grow, the Open Space Plan gives us a blueprint to follow to provide the facilities that our residents demand and deserve. We want Boston to be a leader in providing the best open space to its citizens.

Sincerely,

Thomas M. Menino
Mayor of Boston

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Boston Redevelopment Authority

Boston's Planning & Economic Development Office

Thomas M. Menino, *Mayor*
Clarence J. Jones, *Chairman*
Paul L. McCann, *Acting Director*

One City Hall Square
Boston, MA 02201-1007
Tel 617-722-4300
Fax 617-248-1937

November 26, 2007

Antonia Pollak
Commissioner
Boston Parks & recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118

Dear Commissioner Pollak,

The Boston Redevelopment Authority's staff has had the opportunity to review and comment on your Department's latest update of the City's Open Space Plan 2008-2012.

I would like to thank you and your staff's effort in soliciting input from the many public and private stakeholders and citizens of Boston. The Plan's goals and objectives are comprehensive and reflect the broad participation that has lead to its formulation.

As the Director of Planning of the Boston Redevelopment Authority, I would like to offer my wholehearted support for this new Open Space Plan and look forward to the continued collaboration between our staffs in implementing the recommendations of this Plan.

Sincerely,

Kairos Shen
Director of Planning

Cc: John Palmeri, Director, Boston redevelopment Authority
James Hunt, Chief of Environmental Services

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CITY OF BOSTON
THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 805 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

December 21, 2007

Commissioner Antonia M. Pollak
Parks and Recreation Department
City of Boston
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118

RE: Draft Open Space Plan 2008-2012

Dear Commissioner Pollak:

As Chair of the Conservation Commission, I am writing to express the Commission's strong support for the draft Open Space Plan 2008-2012.

We are especially pleased with the attention the document pays to two areas of special interest to the Conservation Commission: the city's urban wilds and natural areas, and the harbor open space system. Also, the environmental inventory provides our citizens with excellent background information on the natural history of our city, helping them understand some of the basis for the decisions of the Commission.

As Chair, I know I speak for the Conservation Commission when I say that we look forward to working with you and the Parks and Recreation Commission, as well as with other city agencies and our citizens, on implementing the goals and objectives of this new Open Space Plan.

Sincerely,

Charles Button

Charles Button, Chair
Conservation Commission

MAPC

Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617-451-2770 fax 617-482-7185 www.mapc.org

Serving 101 cities and towns in metropolitan Boston

December 3, 2007

Aldo Ghirin, Senior Planner
Boston Parks and Recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118

Dear Mr. Ghirin:

The Metropolitan Area Planning Council has reviewed the City of Boston draft Open Space Plan 2008-2012. The plan is extremely thorough and appears to meet all of the guidelines of the Division of Conservation Services. It adequately addresses regional concerns including Boston's participation in the Inner Core Committee, the regional development plan "MetroFuture" and the current Mystic River Corridor Strategy Project.

Thank you for the opportunity to review this plan.

Sincerely,

Marc D. Draisen
Executive Director

Cc: Melissa Cryan, Division of Conservation Services
Thomas Tinlin, MAPC Representative, City of Boston

Richard A. Dimino, *President* Gordon Feltman, *Vice President* Grace S. Shepard, *Treasurer* Jay Ash, *Secretary*

Marc D. Draisen, *Executive Director*

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Open Space Plan 2008-2014

Section 11
References

Section 11: References

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The Open Space Planner's Workbook
http://www.mass.gov/envir/dcs/pdf/OpenSpacePlanners.pdf
and http://www.mass.gov/envir/dcs/pdf/openSpaceAppendix.pdf
Massachusetts Statewide Comprehensive Outdoor Recreation Plan (SCORP) http://www.mass.gov/envir/dcs/global/publications.htm#os
Boston Open Space Plan 2002-2006: Restoring the Legacy … Fulfilling the Vision, Boston Parks and Recreation Department
Boston Redevelopment Authority Census 2000 Data Publications at
http://www.cityofboston.gov/bra/pdr/PDRSubject.asp?SubjectID=10,
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